

EI-18752
CD

RICHARD H. STREETER

ATTORNEY AT LAW
5255 Partridge Lane, N.W.
Washington, D.C. 20016
tele: 202-363-2011 fax: 202-363-4899
rhstreeter@gmail.com

November 30, 2011

Victoria Rutson
Director, Office of Environmental Analysis
Surface Transportation Board
395 E Street, S.W.
Washington, D.C. 20423

Re: Finance Docket No. 35577, North Louisiana & Arkansas
Railroad, Inc. Construction of Line of Railroad in Chicot and Desha
Counties, Arkansas, Petition for Exemption (Request for waiver of
requirements of 49 CFR 1105.6(a) and 1105.10(a))

Dear Ms. Rutson:

As we have discussed with the Office of Environmental Analysis (OEA), North Louisiana & Arkansas Railroad, Inc. (NLA) plans to construct a new line of railroad that will connect its existing line, which was acquired from the Delta Southern Railroad (DSR) in 2011, to the Port of Yellow Bend (Port), which is located on the Mississippi River. The project will involve construction of approximately 8.1 miles of track through an economically depressed rural area in Southeast Arkansas. Approximately half of the mileage will be built within the right-of-way of an abandoned rail line.

As you are aware, the project has been the subject of a lengthy Environmental Assessment (EA) conducted by the U.S. Department of Transportation (DOT) and the Arkansas Highway and Transportation Department (ADOT) that preceded NLA's acquisition of the existing line from DSR. It is duly noted that Congress appropriated funds for the preparation of the EA. Following the Office of the Secretary's approval of the EA, DOT's Office of Safety, Energy and Environment, based on the approved EA, public comments, and other considerations, determined that the proposed project will have no significant impact on the human environment and issued a Finding of No Significant Impact (FONSI) pursuant to DOT Order 5610.1C, *Procedures For Considering Environmental Impacts*. A copy of the FONSI is attached.

The FONSI, which was released August 3, 2009, states (page 1 of 12) as follows:

This FONSI is based on the Department of Transportation's independent evaluation. The information contained in the

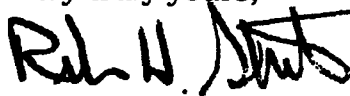
EA has been determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. The assessment provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. No impacts identified would cause any significant adverse effects to the human or natural environment.

Based on the information developed during EA and recited in the FONSI, NLA respectfully submits that there is no need for the Board to prepare an Environmental Impact Statement pursuant to 49 C.F.R. § 1105.6(a) and that a waiver of that provision is warranted. NLA further requests that OEA simply adopt the DOT's analysis in its entirety and obviate the need for a repetitive, costly analysis.

NLA also requests a waiver of the 49 C.F.R. § 1105.10(a) requirement that an applicant consult with OEA at least 6 months prior to the filing of a petition for an exemption from 49 U.S.C. § 10901 to construct and operate a rail line if the proposed construction might require filing an Environmental Impact Statement. Given DOT's prior analysis, which thoroughly considered alternate initial rail line routes and evaluated relevant environmental information, we believe that the six-month pre-notification is not needed with respect to this particular project.

In closing, NLA respectfully submits that there is no reason to engage in a duplicate analysis. Therefore, we request that SEA adopt the EA and the FONSI so as to facilitate the approval process and allow construction to begin as soon as possible following the Board's consideration of the Petition for Exemption that will be filed on behalf of NLA. Please let me know if you have any questions. NLA greatly appreciates your assistance and looks forward to working with you on this project to the fullest extent necessary.

Very truly yours,



Richard H. Streeter

RHS:rs
Attachment
cc: Tim Robbins

**ENVIRONMENTAL ASSESSMENT
TO
PROVIDE A RAIL CONNECTION TO THE
PORT OF YELLOW BEND**

RECEIVED
DEC 1 2011
MANAGEMENT
STB



**CHICOT-DESHA METROPOLITAIN
PORT AUTHORITY**

Baker

October, 2008

**DEPARTMENT OF TRANSPORTATION
FINDING OF NO SIGNIFICANT IMPACT
RAIL CONNECTION TO THE PORT OF YELLOW BEND
CHICOT AND DESHA COUNTIES, ARKANSAS**

The Chicot-Desha Metropolitan Port Authority (The Authority) has requested that the Office of the Secretary (U.S. Department of Transportation) issue a Finding of No Significant Impact (FONSI) for the Rail Connection to the Port of Yellow Bend (Port) located in Chicot and Desha Counties, Arkansas. The project location is shown in (Figure 1).

Upon consideration of the Office of the Secretary approved Environmental Assessment (EA), public comments, and other considerations as discussed below, the Department of Transportation has determined that Alternative 2 (Figure 2) will have no significant impact on the human environment and hereby issues a FONSI pursuant to DOT 5610.1C.

This FONSI is based on the Department of Transportation's independent evaluation. The information contained in the EA has been determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. The assessment provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. No impacts identified would cause any significant adverse effects to the human or natural environment.

Purpose and Need

The purpose of the proposed project is to provide a railroad connecting the Port to an existing railroad infrastructure. Regional rail linkage, modal interrelationships, economic development, and legislation are the primary reasons for the proposed action as described below:

Regional Rail Linkage: The lack of railroad access to the Port has been identified in previous studies as one of the major impediments to the use and expansion of the Port facilities. Previous studies have shown that the harbor is currently underutilized with regard to its potential. The purpose of the proposed project is to provide a rail connection to the Port that will allow for more efficient movement of goods to and from the Port and consequently the Southeast Arkansas region.

Modal Interrelationships: A railroad connection to the Port would be an important component of the overall master plan to develop a Southeast Arkansas Intermodal Transportation Center (SAITC) where shippers may select from truck, rail, and water transportation or a combination of freight modes.

Economic Development: The lack of a railway access to the Port impedes the flow of freight and industrial development efforts for the area that is needed and wanted. According to the 1995 study (Mack-Blackwell 1995), it seems certain that no sizeable, navigation dependent industrial park will be established at the Port of Yellow Bend in the absence of rail services.

The Port has major transportation advantages for the area; it is a prime location for import/export shipments via the Mississippi River ranging from Chicago to Denver to the West Coast including the deeper waters of the Gulf of Mexico. An average 15-tow barge on the Mississippi River can carry approximately as much as 225 rail cars and 870 large semi trucks (USDA 2000). Given a

Finding of No Significant Impact
Page 2 of 12

long haul distance, shipping by rail is typically 2.5 times more expensive than by barge and trucking is 5.3 times more expensive than by barge (AHTD 2004). With these advantages the Port could provide the economic boom the area needs by providing transportation of large quantities of cargo. Detailed information on the economic conditions of the project area is included in Section 3.2 of this document.

Legislation: With consideration of the three studies described above, Congress appropriated funds for the preparation of an Environmental Assessment to identify the best location for the proposed railroad.

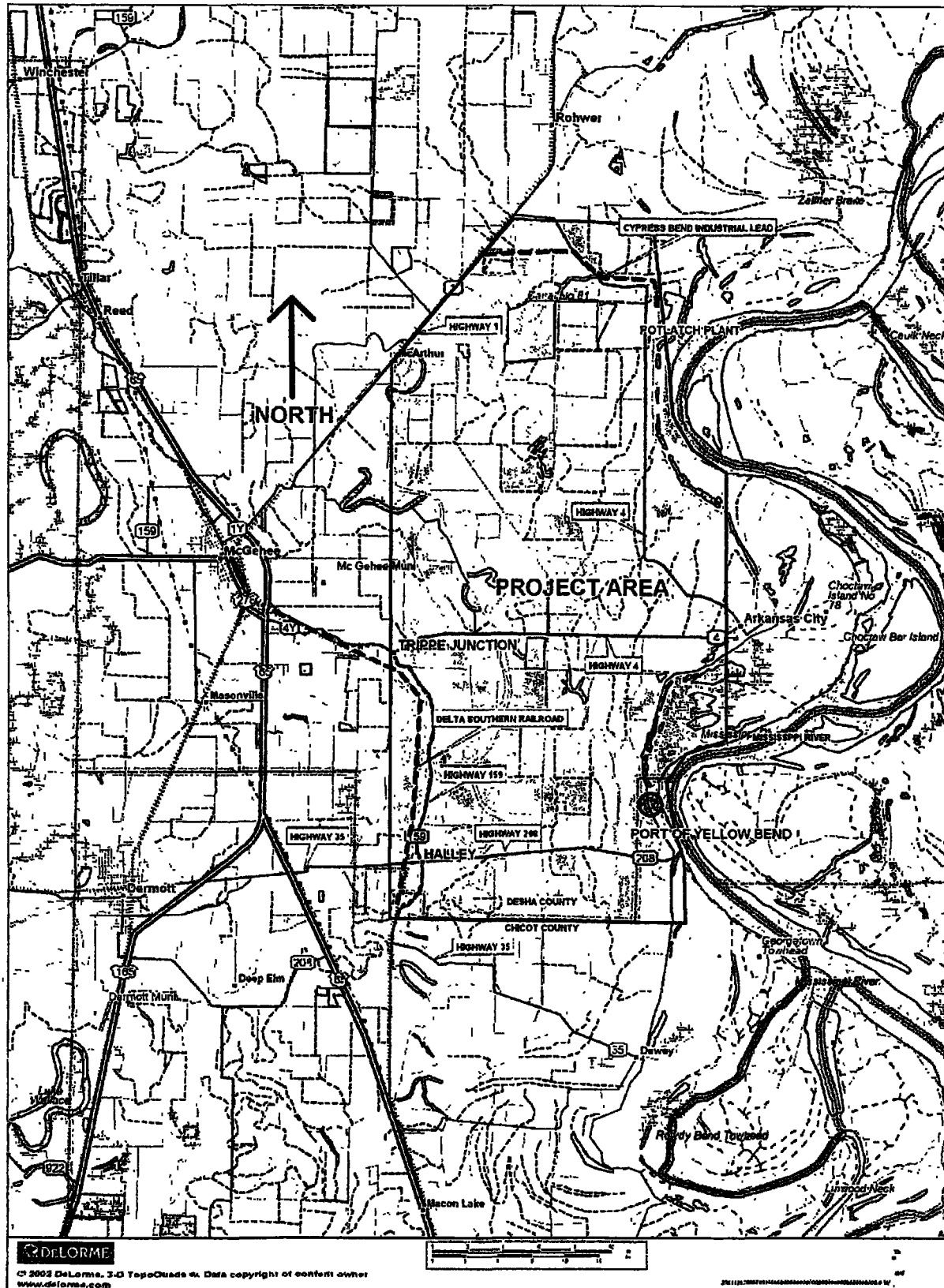


FIGURE 1. PROJECT STUDY AREA

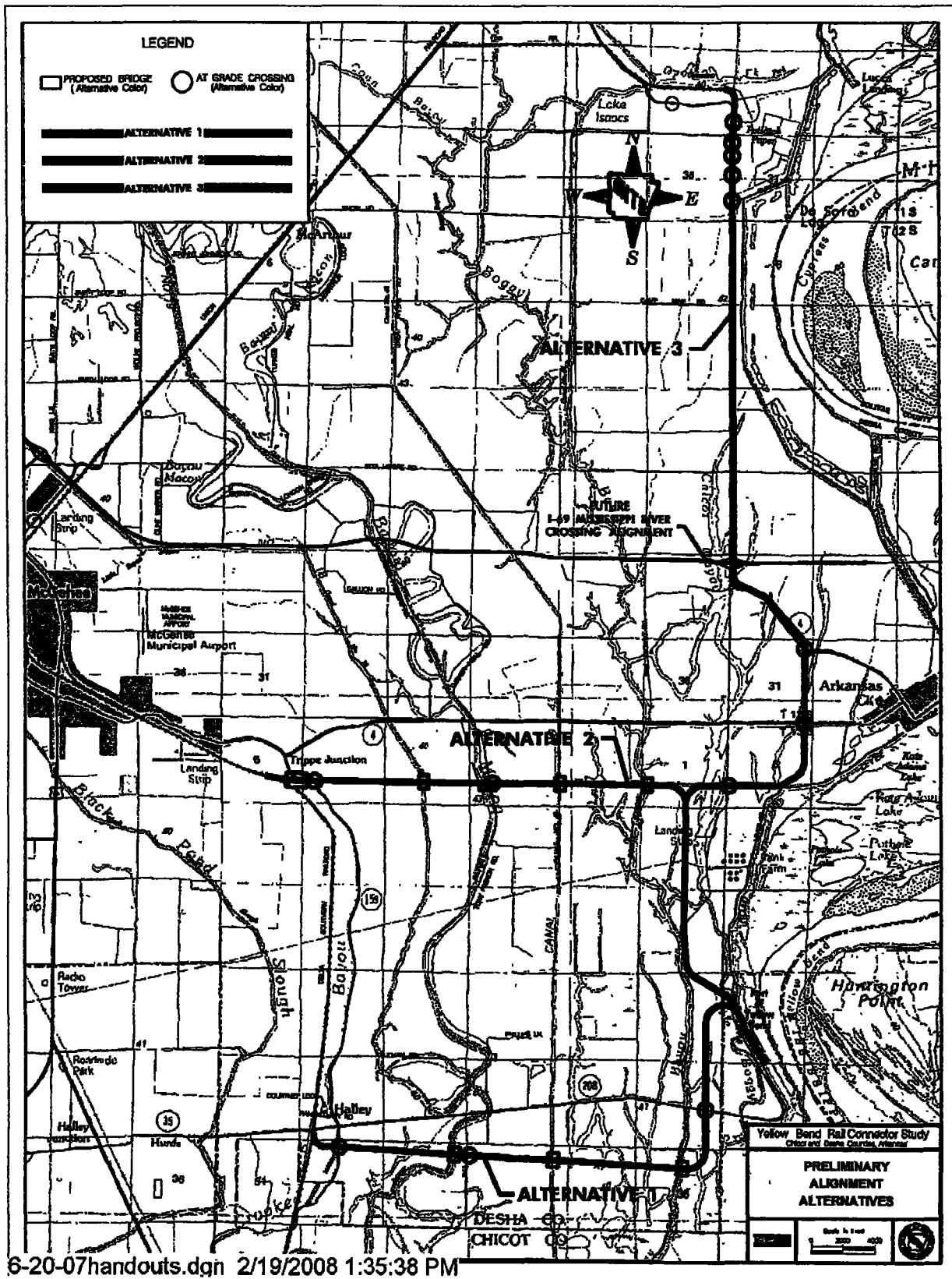


FIGURE 2. ALTERNATIVES MAP

Project History

The idea for providing a rail connection to the Port of Yellow Bend was first documented in a 1995 report titled *Benefit-Cost Analysis of Constructing a Rail Connection and Intermodal Facility at the Mississippi River Port of Yellow Bend in Arkansas*. The study was conducted by the Mack-Blackwell Transportation Center at the University of Arkansas in Fayetteville, Arkansas. This study estimated the benefits of providing the Port with a railroad connection and an intermodal facility.

In August 2001, a second study was conducted by Arkansas Highway and Transportation Department (AHTD), which analyzed the possible freight transportation impacts of a rail line connection between the proposed SAITC and the Port. This study provided an overview of the role that the Port could play in regional transportation, identified possible rail locations, design considerations, and funding options. A third study was conducted by AHTD in 2004, and the purpose was to identify strategies, help develop the Port as a prime location for obtaining waterborne transportation services, and attract new economic activities to the region.

All three studies concurred that the lack of a rail line connecting the Port and the SAITC is the major impediment to the existing use and expansion of the Port. These studies also stated that a rail link to the Port would not only increase the use of the Port, but could provide a positive economic impact on southeast Arkansas.

The Port retained the services of Michael Baker Jr., Inc., to conduct the EA studies and prepare the EA document. The EA evaluated three rail connections to the Port of Yellow Bend. While only three build alternatives were studied in detail, all possible alternatives including the No-Build Alternative were considered. The EA findings along with comments collected at the location public hearing were reviewed prior to recommending Alternative 2 as the Preferred Alternative. The Preferred Alternative is approximately 8.1 miles in length with an estimated construction cost of \$28.1 million.

Appendix (A) contains all comments received at the Location Public Hearing held December 4th, 2008 and during the two week comment period following the hearing.

- Alternative 2 Considerations-

- Alt 2 has the shortest distance of all the proposed alternatives to connect with the McGehee Yard.
- Alt 2 has fewer miles of the Delta Southern Rail Road line that will have to be improved to reach the McGehee Yard.
- Alt 2 doesn't impact any Wellhead Protection Area, Alts 1 and 3 do.

Finding of No Significant Impact

Page 6 of 12

- Alt 2 follows the right of way of an abandoned railroad for approximately half the length of the proposed new rail facility. This alternative has the lowest probability of impacting unknown cultural resources.
- Alt 2 has the least impact on farming operations since it bisects fewer contiguous farm tracts.
- Alt 2 doesn't impact the proposed future I-69 highway alignment, Alt 3 does.
- The Chicot Desha Metropolitan Port Authority submitted a unanimous consensus in favor of Alt 2.

Potential Impacts

- 1) The proposed project will require the acquisition of prime farmlands. The acreages of prime farmlands (as designated by the NRCS) converted to ROW were calculated. The Preferred Alternative will require 96 acres of prime farmlands. Evaluation has shown that mitigation would not be required under the Farmland Policy Protection Act.
- 2) In accordance with *Executive Order 11990*, special considerations were taken in developing and evaluating the alternatives to avoid or minimize wetland impacts associated with this project. The Preferred Alternative will require the acquisition of wetlands. The Preferred Alternative will require a maximum of 19.2 acres of wetlands. This estimate is based on a 100-foot wide corridor but a much narrower corridor, approximately 50-75 feet wide, is anticipated. United States Army Corps of Engineers (USACOE) 404 permits will be required and consequently, formal delineation according to the latest COE guidance will be completed for the Preferred Alternative once the final design for the railroad is completed. DOT has an independent responsibility under Executive Order 11990/DOT 5660.1A to avoid impacts on wetlands to the 'greatest extent practicable'. There is no practicable alternative to construction in wetlands for any build alternative. Mitigation measures would be developed in compliance with any requirements of the 404 permit.
- 3) The Selected Alternative will have an impact on the project area floodplains. No detailed studies have been conducted so there are no base flood elevations available and no designated floodways. It was impossible to avoid floodplain impacts for any build alternative, as almost the entire project area is designated Zone A. The Preferred Alternative is anticipated to impact 72.0 acres of floodplain in the project area. DOT has a responsibility under E. O. 11988 to consider alternatives to avoid adverse effects and incompatible development in the floodplains. No net rise regulations will be followed during project design and construction.

Finding of No Significant Impact

Page 7 of 12

- 4) The Preferred Alternative will impact two impaired water bodies defined by the Environmental Protection Agency (EPA) Section 303 (d) *List of Impaired Water Bodies Report*. Bayou Macon (Beouf River) is considered impaired due to chlorides and sediment caused by non-point source pollution and Canal #43 (Oak Bayou) is considered impaired due to chlorides, siltation, and total dissolved solids. Special design considerations will be reviewed and considered during final design to minimize impacts to these waterbodies. Provisions for preventing and abating pollution of streams and water bodies will be implemented during construction. Construction and use of the proposed railroad is not anticipated to cause any long term adverse impacts on the referenced waterbodies or on the recharge of the underlying aquifers.
- 5) The Preferred Alternative will not have an impact on any private water supply.
- 6) In coordination with the United States Fish and Wildlife Service (USFWS) and pursuant to Section 7(c) of *The Endangered Species Act of 1973*, the project area was evaluated for the potential occurrence of threatened and endangered species. The project will have no effect on any threatened or endangered species, their habitats, or designated critical habitats. This is based on an understanding that no impacts are made to the Mississippi River channel.
- 7) A Phase I Archeological study has been completed on the Preferred Alternative. Significant cultural resource impacts are not anticipated. Part of the reasoning behind the selection of the Preferred Alignment was that almost half the alignment is located on an abandoned rail alignment that is already highly disturbed. The Final Cultural Resources Report has been completed, and no sites have been recommended for the National Register of Historic Places. No further investigation is required.
- 8) The project is located in an area designated as in attainment for all transportation pollutants. Therefore, the conformity procedures of The Clean Air Act, as amended, do not apply. Computer analyses for similar projects indicate that the predicted worst-case carbon monoxide concentrations for the Preferred Alternative do not exceed the National Air Quality Standards.
- 9) The project area is generally flat, because most of the area is located in the 100 year floodplain. The rail will need to be elevated above the normal ground elevation; how far will depend on the existing surface elevation. The elevated rail line will likely be visible from many of the residences in the area; however trains are only anticipated at a rate of one or two per day. The trains will have relatively few cars so the visual impact of the trains themselves will be minor. The Preferred Alternative will have the least impact on the viewshed from area homes and almost no impacts to the views of highway travelers, with an exception of travelers on Hwy 159 near Trippe Junction.
- 10) In accordance with the 49 CFR 1105 (Title 49 Transportation Chapter X-Surface Transportation Board, Department of Transportation Part 1105-Procedures for Implementation of Environmental Laws), a study was conducted to assess the potential noise impacts associated with the proposed project. A noise analysis indicates that 1

Finding of No Significant Impact
Page 8 of 12

residence along the Preferred Alternative is predicted to exceed the noise abatement criteria. The reason that this site is impacted is because of the train horn and the residence's proximity to the crossing. Otherwise, without the horn, the 65DNL noise contour line would not be broken. The Federal Railroad Administration has issued a safety rule requiring that locomotive horns be sounded to warn highway users at highway-rail grade crossings. The rule includes an opportunity for localities to establish quiet zones. Noise abatement measures along the Preferred Alternative did not meet the criteria warranting the need for noise walls or berms.

- 11) An investigation of potential hazardous materials sites was conducted. The environmental search identified 73 known hazardous sites in the project area, which are mostly located around and within the city limits of McGehee and Arkansas City. The Preferred Alternative does not impact any known hazardous materials site.
- 12) This project has been developed in accordance with *The Civil Rights Act of 1964*, as amended, and *Executive Order 12898* on Environmental Justice. These federal actions stipulate that no person shall, on the grounds of race, color, religion, sex, national origin, marital status, handicap, family composition, age, or income be excluded from participation in, or be denied the benefits of, or be otherwise subject to discrimination under any program of the federal, state, or local government. No person was discriminated against or denied the opportunity to comment on the proposed project alternatives. No minorities or other disadvantaged group will be disproportionately impacted by the Preferred Alternative.

Commitments

- 1) There are no relocations associated with the proposed project. If relocation occurs, residential property in the proposed ROW will be eligible for relocation assistance in accordance with Public Law 91-646, the Uniform Relocation Assistance and Real Property Acquisition Policies of 1970, as Amended. Real estate availability will be reassessed once the final design of the railroad has been completed.
- 2) During construction, if hazardous materials or USTs are identified or accidentally uncovered by any contracting company(s), or state regulatory agency, the Authority will determine the type, size, and extent of the contamination. The Authority, in consultation with ADEQ, will decide the type of containment, remediation, and disposal methods to be employed for that particular type of contamination.
- 3) The design measures to minimize floodplain impacts include (1) avoiding longitudinal floodplain encroachments, (2) sufficient bridging and/or drainage structures to minimize adverse effects from backwater, (3) sufficient bridging and/or drainage structures to minimize increases in velocity, (4) minimizing channel alterations, (5) adequate and timely erosion control to minimize erosion and sedimentation and (6) specifications for controlling work in and around streams to minimize adverse water quality impacts. The final project design will be reviewed to confirm that the design is adequate and that potential risk to life and property are minimized. As applicable, a finding as required by

Finding of No Significant Impact

Page 9 of 12

E.O. 11998/DOT 5650.2 and compliance with 23 CFR 650 would be completed prior to design approval and construction.

- 4) The Authority will comply with all requirements of *The Clean Water Act*, as Amended, for the construction of this project. This includes *Section 401: Water Quality Certification*, *Section 402: National Pollutant Discharge Elimination Permit (NPDES)*, and *Section 404: Permits for Dredged or Fill Material*.
- 5) The Authority will further minimize wetland impacts during the final design phase of the project. All unavoidable wetland impacts will be mitigated. As needed, the E.O. 11990/DOT 5660.1A finding would be revised to reflect mitigation for wetland impacts.
- 6) The Authority will minimize non-point discharge water quality impacts and will comply with all requirements of the Clean Water Act, as Amended, for the construction of the proposed railroad. A Stormwater Pollution Prevention Plan will be prepared in conjunction with the NPDES permitting. The prevention plan will include all specifications and best management practices necessary for control of erosion and sedimentation due to construction related activities.

Alternative 2 will be the basis for further design, permit applications and development of mitigation for the proposed project.

Based upon the EA, additional information included in this document, the commitments in this document, and the Disposition of Public Comments for the Location Public Hearing, the Department of Transportation concludes that this project would not have a significant impact on the human environment, and an environmental impact statement will not be prepared.


Linda L. Lawson

Director, Office of Safety, Energy and Environment
Office of the Secretary
U.S. Department of Transportation

8.3.09 Date

APPENDIX A

COMMENTS AND RESPONSES FROM PUBLIC HEARINGS

Carolyne Blissett, Arkansas City Mayor and prefers Alternative 1 or 2

COMMENT: Either site would be great for our area and would not cause major traffic problems at a later date. I am in opposition of the 3rd Alternative for several reasons. It is the longest mileage of the three alternatives, cost would be of greater concern, it would require a partnership with other railways, it would impact prime farmland, it potentiates a problem with the I-69 Bridge Site, it would disturb the Arkansas Game and Fish Commission recently purchased land for expansion of tourism in our area and it would cause great stress to the future of Arkansas City as it strives to develop opportunities with ecotourism.

Darrin Inman, Area Resident and prefers Alternative 1 or 2

COMMENT: I prefer not to use the 3rd Alternative route because of the safety issues it creates crossing Highway 4.

Sam E. Angel II, Area Resident and prefers Alternative 1

COMMENT: No answer necessary

Richard C. Smith, Area Resident and prefers Alternative 1 or 2

COMMENT: No answer necessary

John M. Harbour, Area Resident and prefers Alternative 1

COMMENT: No answer necessary

Frank Henry Jr., Area Resident and prefers Alternative 1

COMMENT: I prefer Alternative 1 because it is the shortest, would result in more of the rail between McGehee and Lake Village being improved. Also would be the shortest if a line was completed between Dermott and Halley.

C J Gibson, Area Resident and prefers Alternative 1 or 2

COMMENT: This project qualifies as public works infrastructure exactly what is needed to stimulate the economy and yield long term profit.

Gerooge M. Stoker, Area Resident and prefers Alternative 1

COMMENT: No answer necessary.

Olan Mencer, Area Resident and prefers Alternative 2

COMMENT: No answer necessary

Ronny Henderson, Area Resident and prefers Alternative 2

COMMENT: No answer necessary

Jared May, Area Resident and prefers Alternative 3

COMMENT: No Answer Necessary

Bill Conway, Area Resident and prefers Alternative 3

COMMENT: This alternative will open up the future along the River. Also consider a rail line across the bridge on the future I-69 Great River Bridge.

Helen Conway, Area Resident and prefers Alternative 3

COMMENT: This alternative provides the best route for economical development for our future. Many industries can locate along the route.

Miller-Newell Engineers Inc., Newport resident and prefers Alternative 3

COMMENT: No progress sometimes takes its toll on resources however the benefits outweigh these concerns. Potential shipment between Potlatch and the Port is a plus for both parties. We also suggest moving Alternative 3 to the west side at Highway 4 to eliminate congestion in the Potlatch Plant. This opens up significant access to develop property along route. Move the route closer to Tank Farm for shipping their products.

RESPONSE: Moving the Alternative to the west side would require Highway 4 to be crossed three times due to conflicts with the I-69 alignment and the recently purchased Arkansas Game and Fish Commission property (formerly WRP land). This would increase the number of road crossings for Alternative 3 and would also require a realignment of Highway 4 to meet design standards for rail/roadway crossing angles.

Charles Laggan, Vice President and General Manager of Arkansas Midland Rail Road, and is neutral about an Alternative.

COMMENT: Consideration should be given to economic viability of Delta Southern Rail Road and service capability. Current service is once a week and seasonal (Cottonseed Crop) as there is only one customer (Epstein Gin) on their line at Lake Village. The four crossings in Alt 3 in front of Potlatch Plant at Cypress bend would most likely meet stiff opposition from Potlatch. An alternative that follows the west side of Route 4(eliminating all four crossings) would be better.

RESPONSE: Moving the Alternative to the west side would require Highway 4 to be crossed three times due to conflicts with the I-69 alignment and the recently purchased Arkansas Game and Fish Commission property (formerly WRP land). This would increase the number of road crossings for Alternative 3 and would also require a realignment of Highway 4 to meet design standards for rail/roadway crossing angles.

Finding of No Significant Impact
FAP Number NH-0044 (S)
AHTD Job Number 009951
Page 12 of 12

Robert Moore, Area Resident and prefers Alternative 1 or 2

COMMENT: Economic development related to tourism attraction in the Mississippi River area would be negatively impacted by Alternative 3.

Board of Commissioners of the Chicot-Desha Metropolitan Port Authority, prefers Alternative 2

COMMENT: No answer necessary

TABLE OF CONTENTS

1.0 PROJECT DESCRIPTION AND PURPOSE AND NEED	1
1.1 Background	1
1.2 Previous Studies	3
1.3 Purpose and Need	3
1.4 Design Criteria	4
1.5 Funding	4
2.0 ALTERNATIVES	5
2.1 Alternative Descriptions	5
2.1.1 The No-Build Alternative	6
2.1.2 Alternative 1	6
2.1.3 Alternative 2	6
2.1.4 Alternative 3	6
2.2 Preliminary Cost Estimate	8
2.3 Alternatives Evaluation	8
3.0 EXISTING CONDITIONS AND IMPACTS ASSESSMENT	9
3.1 Natural Environment	9
3.1.1 Farmland Soils	9
3.1.2 Surface and Subsurface Waters	10
3.1.3 Public Water Supply	11
3.1.4 Private Water Supply	12
3.1.5 Wetlands and Waters of the United States	12
3.1.6 Endangered and Threatened Species	14
3.1.7 Floodplains and Floodways	15
3.2 Social and Economic Environment	17
3.2.1 Environmental Justice	18
3.2.2 Relocations	19
3.2.3 Public Lands	19
3.2.4 Pedestrian and Bicycle Traffic	20
3.2.5 Land Use	20
3.2.6 Visual Environment	20
3.3 Historical and Archeological Sites	21
3.4 Noise	22
3.4.1 Analysis Methods	22
3.4.2 Noise Model Inputs and Assumptions	22
3.4.3 Existing Sound Level Readings within the Study Area	23
3.4.4 Noise Model Results	25
3.4.5 Conclusions	26
3.4.6 Mitigation	26
3.5 Air Quality	27
3.6 Secondary Impacts	28
3.7 Hazardous Materials Sites	28
3.8 Road Crossings	29
3.9 Railroad Connections	30
3.10 Impact Summary	30
4.0 COMMENTS AND COORDINATION	32
4.1 Resource Agency and Local Official Involvement	32
4.2 Native American Tribal Involvement	32
4.3 Public Involvement	32
5.0 COMMITMENTS	33
6.0 LITERATURE CITED	34

LIST OF TABLES

TABLE 1. PRELIMINARY COST ESTIMATE	8
TABLE 2. FARMLAND IMPACTS	10
TABLE 3. WELLHEAD PROTECTION AREAS.....	11
TABLE 4. WETLAND IMPACTS BY CLASSIFICATION.....	14
TABLE 5. FLOODPLAIN IMPACTS	15
TABLE 6. 2000 POPULATION CHARACTERISTICS	17
TABLE 7. PROJECT AREA LABOR FORCE ESTIMATES.....	18
TABLE 8. MEDIAN HOUSEHOLD INCOME	18
TABLE 9. CULTURAL AND HISTORICAL RESOURCES IMPACTS.....	21
TABLE 10. IMPACT TYPE TOTAL NOISE EXPOSURE INCREASE.....	23
TABLE 11. NOISE MEASUREMENT LOCATIONS PEAK HOUR A-WEIGHTED SOUND LEVEL.....	24
TABLE 12. PREDICTED LEVEL IMPACTS.....	26
TABLE 13. ALTERNATIVE IMPACTS SUMMARY AND COMPARISON	31

LIST OF FIGURES

FIGURE 1. PROJECT STUDY AREA	2
FIGURE 2. TYPICAL SECTION	4
FIGURE 3. ALTERNATIVES MAP.....	7
FIGURE 4. PROJECT AREA WETLANDS	13
FIGURE 5. 100-YEAR FLOODPLAIN.....	16
FIGURE 6. CENSUS TRACT MAPS.....	17

LIST OF APPENDICES

APPENDIX A FARMLAND CONVERSION IMPACT RATING
APPENDIX B NOISE RECEPTOR MAPS
APPENDIX C AGENCY COORDINATION
APPENDIX D NATIVE AMERICAN COORDINATION
APPENDIX E PUBLIC INVOLVEMENT

1.0 PROJECT DESCRIPTION AND PURPOSE AND NEED

1.1 Background

The Yellow Bend Port (herein referred to as the Port) is located on a slackwater harbor on Highway 208 at mile 553 on the Mississippi River, four miles south of Arkansas City, ten miles southeast of McGehee, in Chicot County (Figure 1). The Port consists of a 350-by-810-foot slack water harbor connected to the river by a short, 250-foot-wide navigation channel. The distance from the levee centerline to water's edge, at low water, is about 450 feet. It has road access for heavy trucks, a 50-ton truck scale, a 40-ton overhead bridge crane with a 60-foot span and a 10-cubic-yard clamshell. The Port also has conveyors for handling dry bulk commodities. On the river side of the levee, next to the harbor, there is an area filled at least to an elevation of 147.8 feet above sea level, which is the level of the 100-year flood. On the landside of the levee the land is almost level, varying from about 130 to 140 feet in elevation, with the top of the main levee at about 160 feet. The Port facility is operated as a public terminal. The Chicot Desha Metropolitan Port Authority (CDMPA) is proposing to locate a new rail that will link the Port to an existing rail line in the area and ultimately connect the Port to the Southeast Arkansas Intermodal Transportation Center (SAITC) and the general Southeast Arkansas region.

This environmental assessment is being prepared in cooperation with the U.S. Department of Transportation and the Arkansas Highway and Transportation Department in anticipation of future application for Federal funding and/or Federal permits. It is expected that this project would require permits for placement of fill material under Section 404 of the Clean Water Act. The project would also require a permit under the National Pollutant Discharge Elimination System administered by the Arkansas Department of Environmental Quality.

The two existing rail lines in the project area are the Delta Southern and the Union Pacific. Connection to the Delta Southern railroad would be made to the west of the port either near Halley or farther north near Trippe Junction. The Delta Southern Railroad may be excepted class track, based on observation of poor alignment of rails, bad condition of over half of ties in locations observed, and missing tie plates and bolts. An excepted class track is defined as a segment of track where the old geometry and structural tolerances will hinder the speed and allow the train to a maximum speed of only 10 MPH. Also there is no public travel on the track and it is used only for freight transportation. The rail itself is very old, about 100 years of age and is probably a 90-pound or less rail section. Based on State railroad guidelines, this rail should be replaced.

The Union Pacific appears to be Class 2 track because of the absence of signals and the good condition of the track, including the ties. A Class 2 track is defined as a segment of track that meets certain requirements for speed, geometry, crossties and rail specifications and has a design speed of 25 MPH for freight transportation and 30 MPH for public transportation. Most of the track consists of 115-pound continuously welded rail (CWR) for the distance parallel to Highway 1. The remainder is jointed rail, up to the Potlatch plant. Under State guidelines, this rail wouldn't have to be replaced.

The study area is rural and vehicle traffic is minor with Average Daily Traffic (ADT) ranging from 100 on Highway 35 just south of Halley to 1,300 on Highway 4 just west of Potlatch (2007 AHTD traffic counts).



FIGURE 1. PROJECT STUDY AREA

1.2 Previous Studies

There have been three previous studies conducted for the Port. A 1995 report titled *Benefit-Cost Analysis of Constructing a Rail Connection and Intermodal Facility at the Mississippi River Port of Yellow Bend in Arkansas* was conducted by the Mack-Blackwell Transportation Center at the University of Arkansas at Fayetteville. The purpose of this study was to estimate the benefits of providing the Port with a railroad connection and an intermodal facility. If the Port presently had a rail connection it would be one of only three facilities on the Arkansas shore of the Mississippi River where direct transfer between rail and barge was possible. Furthermore, it would be only the fourth intermodal facility in the state and the third with lift capacity. This could be significant in view of the importance that the Intermodal Systems Transportation Efficiency Act of 1991 (ISTEA) places on intermodal transportation.

In August 2001, a study was conducted by AHTD of the possible freight transportation impacts of a rail line connection between the proposed SAITC and the Port (AHTD 2001). This study provided an overview of the role that the Port could play in regional transportation, identified possible rail locations, design considerations, and funding options. In 2004 AHTD conducted a study to identify strategies to help develop the Port as a prime location for obtaining waterborne transportation services and attract new economic activities to the region (AHTD 2004). This study examined current commodities handled and the potential for new cargo shipments.

All three studies discussed above concurred that the lack of a rail line connecting the Port and the SAITC is the major impediment to the existing use and expansion of the Port. These studies also stated that a rail link to the Port would not only increase the use of the Port but could provide a positive economic impact on southeast Arkansas.

1.3 Purpose and Need

The purpose of the proposed project is to provide a railroad connecting the Port to an existing railroad infrastructure. Regional rail linkage, modal interrelationships, economic development, and legislation are the primary reasons for the proposed action as described below:

Regional Rail Linkage: The lack of railroad access to the Port has been identified in previous studies as one of the major impediments to the use and expansion of the Port facilities. Previous studies have shown that the harbor is currently underutilized with regard to its potential. The purpose of the proposed project is to provide a rail connection to the Port that will allow for more efficient movement of goods to and from the Port and consequently the Southeast Arkansas region.

Modal Interrelationships: A railroad connection to the Port would be an important component of the overall master plan to develop a regional transportation complex (SAITC) where shippers may select from truck, rail, and water transportation or a combination of freight modes.

Economic Development: The lack of a railway access to the Port impedes the flow of freight and industrial development efforts for the area that is needed and wanted. According to the 1995 study (Mack-Blackwell 1995), it seems practically certain that no sizeable, navigation dependent industrial park will be established at the Port of Yellow Bend in the absence of Rail Services.

The Port has major transportation advantages for the area; it is a prime location for import/export shipments via the Mississippi River ranging from Chicago to Denver to the West Coast including the deeper waters of the Gulf of Mexico. An average 15-tow barge on the Mississippi River can carry approximately as much as 225 rail cars and 870 large semi trucks (USDA 2000). Given a long haul distance, shipping by rail is typically 2.5 times more expensive than by barge and trucking is 5.3 times more expensive than by barge (AHTD 2004). With these advantages the Port could provide the economic boom the area needs by providing transportation of large quantities of cargo. Detailed information on the economic conditions of the project area is included in Section 3.2 of this document.

Legislation: With consideration of the three studies described above, Congress appropriated funds for the preparation of an Environmental Assessment to identify the best location for the proposed railroad.

1.4 Design Criteria

Track design and Railroad Bridge design shall be per the Union Pacific (UP) Railroad Track Standard Drawings, as the UP is the railroad likely to provide switching and/or maintenance services. Where UP standards are not specific as to requirements, the AREMA Manual for Railway Engineering shall apply. Railway design will also be based on Federal Railroad Administration (FRA) industrial standards for Class III Railroads, using criteria for heavy axle loads (e.g. weight of rail and track components at 132 pounds and bridge rating of 315,000 pounds). The Arkansas State Rail Plan shall also be consulted for recommendations provided.

Roadway design shall be per the AHTD design standards, and AASHTO *A Policy on Geometric Design of Highways and Streets*. Drainage design shall conform to AHTD standards. A typical section is presented below in Figure 2 below.

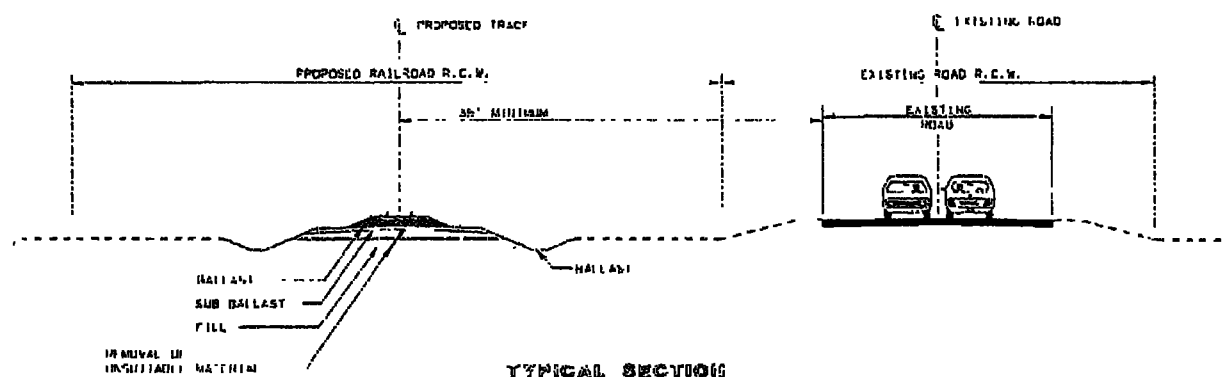


FIGURE 2. TYPICAL SECTION

1.5 Funding

It is anticipated that funding shall be provided by a combination of federal, state, and local dollars. Upon completion of the engineering and design phase an application for construction funds will be submitted to the Arkansas Economic Development Authority, the U.S. Department of Agriculture, the U.S. DOT, the AHTD, and any other pertinent state or federal agency to help in funding this much needed economic development tool.

2.0 ALTERNATIVES

Environmental data for the project area was collected from state and federal sources and was entered into a Geographical Information System (GIS) database. Additional data was gathered from onsite field reconnaissance and entered into the GIS database. Information included but was not limited to floodplains, wetlands, water crossings, Wetland Reserve Program lands (WRP), endangered species, public and private water wells, oil and gas wells, property ownership, residential and business structures, farmlands, future location of I-69, cultural resources, historical properties, and population characteristics. This data was used in conjunction with public and local official involvement to locate the preliminary alternative alignments.

The No-Build Alternative and five Build Alternatives were considered for this project. Four of the alternatives connect to the Delta Southern Railroad and one connects to the Union Pacific Railroad. Alternatives were developed based on the following criteria:

1. Purpose and Need,
2. Design criteria,
3. Minimization of social, cultural, and environmental impacts, and
4. Stakeholder concerns.

Although the No-Build Alternative would not involve construction of the project and will not meet the purpose and need, it has been retained to allow for comparison with the proposed Build Alternatives.

2.1 Alternative Descriptions

In June 2007, five Build Alternatives and one No-Build Alternatives were presented to the State and Federal resource agencies, local officials, and the public. Alternatives 1, 2 and 3 connected to the Delta Southern Railroad near Halley, Alternative 4 connected to the Delta Southern Railroad near Trippe Junction, and Alternative 5 connected to the Union Pacific Railroad near the Potlatch facility. Based on preliminary environmental analyses and comments received during the meetings, Alternatives 2 and 3 were dropped from further consideration because they were almost identical alignments to Alternative 1 but impacted more homes. As a result, there are now three Build Alternatives (Figure 4) that are being carried forward.

More direct connections between the Yellow Bend Port and the two existing railroads were also considered early in the process but these "straight line" connections would have directly impacted Wetland Reserve Program (WRP) properties and were consequently dropped from further consideration.

As a result of comments received at local official and public meetings an effort to locate part of the railroad on the Mississippi River Levee berm was evaluated. Locating the rail on the berm would significantly reduce impacts to environmental constraints such as wetlands and farmland soils and also minimize dissection to farmland tracts. Meetings were held with both the Vicksburg District of the U.S. Army Corps of Engineers (COE) and the Southeast Arkansas (SEARK) Levee Board. Due to negative impacts to easement restrictions, levee integrity, maintenance, and drainage this alternative was dropped from further consideration (SEARK Levee Board resolution is provided in Appendix C).

2.1.1 The No-Build Alternative

If the No-Build Alternative is chosen, there will not be a rail connection developed to the Port of Yellow Bend.

2.1.2 Alternative 1

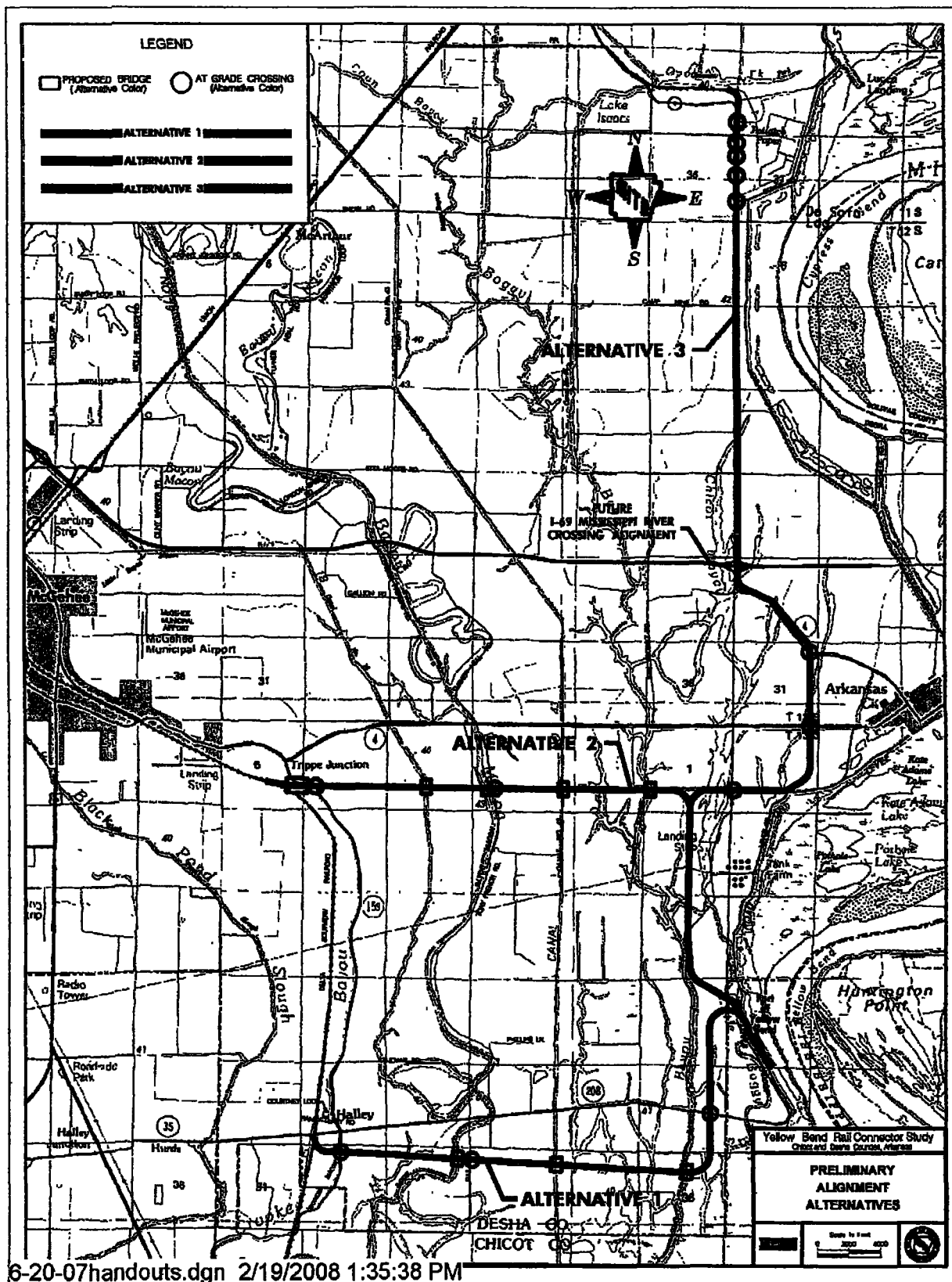
This alternative crosses the levee then turns south crossing Highway 208 then proceeds west to Halley, where it connects to the Delta Southern Railroad heading north to the McGehee Yard. The length of the alternative is approximately 7.1 miles, with three at-grade crossings and three bridges.

2.1.3 Alternative 2

This alternative crosses the levee in a northwest direction then turns due north for approximately 2 miles then turns due west to Trippe Junction following the right of way of an abandoned railroad that existed between Trippe Junction and Arkansas City. Immediately after crossing Highway 159 Alternative 2 connects with the Delta Southern Railroad and heads west to the McGehee Yard. The length of the alternative is approximately 8.1 miles, with two at-grade crossings and five bridges.

2.1.4 Alternative 3

This alternative follows the same initial alignment as Alternative 2 but splits away from the abandoned railroad and veers northeast approximately one mile then north parallel to Highway 4 past the Potlatch Plant to connect to the Union Pacific tracks at the Cypress Bend Yard. This alternative accesses the McGehee Yard, via the Cypress Bend Industrial Lead. The length of the alternative is approximately 13.1 miles, with eight at-grade crossings including four into the Potlatch facility.



2.2 Preliminary Cost Estimate

The construction cost estimate is divided into three major categories as shown in Table 1. A more detailed explanation of cost within each category is provided below.

Table 1. Preliminary Cost Estimate (millions)			
ITEM	Alternative 1	Alternative 2	Alternative 3
Right of way	0.2	0.3	0.4
Construction	16.7	21.3	17.6
Project Management	5.1	6.5	5.2
Total	22.0	28.1	23.2

Source: Michael Baker Jr., Inc. 2008

Right of Way: Cost is based on a 100' wide ROW strip, centered on the alignment.

Construction: Cost includes; Subgrade and Earthwork, Trackwork, Road Relocations, Grade Crossings, Drainage, Bridges, Retaining Walls, Port Facility Track and Yard.

Project Management: Cost includes Environmental Engineering, Administration and Contingencies.

2.3 Alternatives Evaluation

Alternatives were evaluated for the following: Development Costs, Environmental Considerations and Socioeconomic Issues. More detail on each evaluation is presented below.

Development Costs

- Right of way, construction and project management.
- Cost of upgrades to existing railroads

Environmental Considerations

- Farmland soils: The acreage of soils designated as prime farmland within the alternative.
- Rare, threatened or endangered species: Impacts to both habitat and/or species.
- Wetlands: Acreage and quality of impacted wetlands within the alternative.
- Floodplains: The acreage of 100-year floodplains and or floodways within the alternative.
- Historical sites: The number of known historical structures within the alternative.
- Archeological sites: The number of known prehistoric and historic sites within the alternative.
- Water resources: Direct or indirect impacts to public water supplies, groundwater or surface resources caused by development of the proposed project.
- Air quality: Direct or indirect impacts on air quality.
- Section 4f: Public land impacts.

Socioeconomic Issues

- Residential displacements: The number of residences within the alternative.
- Business displacements: The number of businesses within the alternative.
- Visual Impacts: Aesthetic impact on the surrounding properties.
- Noise: The prediction of design year noise levels for the alternative.
- Environmental justice: Compliance with Executive Order 12898 on minority and low income population impacts.
- Safety: Number and type of Road Crossings

3.0 EXISTING CONDITIONS AND IMPACTS ASSESSMENT

3.1 Natural Environment

The following description is a general overview of the project area, more detailed descriptions of important resources and discussions of impacts are presented in the following sections.

The project area is located in the physiographic region known as the Mississippi Alluvial Plain. The Mississippi Alluvial Plain forms most of the eastern border of Arkansas and most of this region is level Lowlands. These level Lowlands are broken by narrow strips of hills running north to south through the central Plain. This region is covered in rich fertile soil which was carried and deposited by the Mississippi River and its tributaries.

The surface geology consists of alluvial sediments of present rivers and streams. They include gravels, sands, silts, clays, and mixtures of any and all of these. The partition of this unit from other Holocene alluvial deposits was based more on geomorphic considerations than on lithology or age.

The Natural Resource Conservation Service (NRCS) Soil Survey for Chicot and Desha Counties was used to identify soil types within the project area. The dominant soil mapping unit for the project area is Sharkey and Desha Clays in the 0 – 1% slope class. The Sharkey soil is poorly drained, and the Desha soil is somewhat poorly drained. When dry, these soils contract and crack, and when wet, they expand and seal over. Runoff is very slow, and wetness is a severe hazard. Natural chemical fertility is high. These soils can be cultivated within a narrow range of water content, and in areas not drained; farming operations are delayed for several days after rain. The second most prominent soil in the project area is the Hebert-Rilla-McGehee frequently flooded. These soils have slow runoff, low permeability, and are moderately eroded. This soil type is well suited to crops, but excess water is a moderate hazard. Tilth, which is the structure and quality of cultivated soil, is easy to maintain. This area is part of the Lower Mississippi Greenville, Bayou Macon and Bouef watersheds. The major water bodies are the Mississippi River, Bayou Macon, Crooked Bayou, Boggy Bayou, Canal #18, and Canal #43.

Farming is the primary land use in the project area. The soil quality and the available water supply along with the mild climate make it good a place for crops such as soybeans, cotton, rice and wheat.

3.1.1 Farmland Soils

Existing Conditions: The two major soil types in this area are Sharkey-Desha and Hebert-Rilla-McGehee as described above in Section 3.1. Common characteristics of these soils are high water table and poor drainage.

Impacts: For each alternative, the acreages of prime farmland (as designated by the NRCS) converted to ROW are shown in Table 2. Considering that almost all of the land in the project area is prime farmland, Alternative 3, being the longest route impacts the greatest amount of prime farmland (148.0 ac). Alternative 1 is the shortest route and impacts the least amount of prime farmland (80.0 ac).

Table 2. Farmland Impacts	
Alternative	Prime Farmland (acres)
1	80
2	96
3	148
No-Build	0

Source: Michael Baker Jr., Inc. 2008

Coordination with the Desha County office of the NRCS was initiated to complete the required Farmland Conversion Impact Rating from NRCS-CPA-106 (Appendix A). The Farmland Policy Protection Act states that sites receiving a score of less than 260 points will not be given consideration for farmland protection. The NRCS has determined that all of the alternatives scored a total of 174 points, which is less than the 260 point threshold; therefore mitigation will not be required.

The No-build alternative will not have an impact on farmland soils.

3.1.2 Surface and Subsurface Waters

Existing Conditions: Many bayous and drainage canals, as well as smaller drainage ditches, run typically north and south throughout the project area. Major water bodies include the Mississippi River, Boggy Bayou, Crooked Bayou, Bayou Macon, Canal #18, and Canal #43. Numerous catfish farm ponds are found in the northern half of the project area. Two water bodies in the project area are categorized as impaired by the Environmental Protection Agency (EPA) Section 303 (d) *List of Impaired Water Bodies Report*. Bayou Macon (Beouf River) is considered impaired due to chlorides and sediment caused by non-point source pollution and Canal #43 (Oak Bayou) is considered impaired due to chlorides, siltation, and total dissolved solids. Special design considerations will be reviewed and considered during final design to minimize impacts to these waterbodies.

The Mississippi Alluvial Aquifer and the Sparta Aquifer are the two groundwater sources that supply the project area. The Mississippi Alluvial Aquifer is a water bearing assemblage of gravels and sands that underlies most of eastern Arkansas. The Sparta Aquifer is a confined aquifer, which is permeable rock units that are usually deep underground and overlain by relatively impermeable rock or clay that limits groundwater movement into, or out of, the confined aquifer. Extensive use of the aquifers in southeast Arkansas has caused water to be withdrawn faster than it can replenish back into the aquifers. When this happens it creates a cone of depression, which is the depression in the water table cause from excessive pumping of water wells. No aquifers in the project area are considered Sole Source Aquifers.

No state listed Natural and Scenic Rivers or federal Wild and Scenic Rivers are identified within or near the project area.

A National Pollutant Discharge Elimination System (NPDES) permit including a Stormwater Pollution Prevention Plan (SWPPP) will be required by the Arkansas Department of Environmental Quality (ADEQ) prior to construction activities and will outline Best Management Practices to minimize stormwater impacts created by construction activities. Specific elements in the SWPPP will address issues of concern for area streams as well as all possible conveyances where impacted stormwater may enter the natural system.

Water quality standards will be met by each individual contractor involved with the proposed project. The AHTD's Standard Specifications for Highway Construction contains provisions for preventing and abating pollution of streams and water bodies. These measures are recognized as Best Management Practices by ADEQ and have been included in the following sets of regulations: Wastewater Regulations for National Pollutant Discharge Elimination System Permits (NPDES), Underground Injection Control, State Permits, Water Quality Based Effluent Limitations and Water Quality Certification as amended by October 25, 2001.

Impacts: All of the surface waters would be either bridged or provided with appropriate sized culverts. Water quality impacts would likely be limited to temporary sediment laden runoff during construction activities. Alternatives 1 and 2 would impact the two Section 303(d) impaired water bodies discussed above. Construction and use of the proposed railroad is not anticipated to cause any long term adverse impacts on the referenced waterbodies or on the recharge of the underlying aquifers.

The No-build alternative will not have an impact on surface or subsurface waters.

3.1.3 Public Water Supply

Several Federal laws help protect groundwater quality. Section 1424(e) of the Safe Drinking Water Act (SDWA) of 1974 and the amendments passed in 1986, included the establishment of the Wellhead Protection Program and the Sole Source Aquifer Demonstration Program. To fulfill requirements of the SDWA as directed by the Environmental Protection Agency (EPA), the Arkansas Department of Health (DOH) provides protection of public water supply systems through the Arkansas Source Water Assessment Program.

Existing Conditions: The Arkansas DOH was contacted to determine the locations of the public water supply systems within the project area. There are two wellhead protection areas (WPA) in the study area. One is located north near the Potlatch facility, the other is located south of the Port. The north WPA serves the Potlatch facility and is for industrial use while the southern WPA is used for public water consumption.

Impacts: Alternative 1 will be located on the southern WPA, Alternative 3 will be located on northern WPA, and Alternative 2 does not impact any WPA. Table 3 below summarizes the length of track that will be located on each WPA. Potential spills of hazardous substances within the boundaries of the WPAs will need to be considered in any hazard mitigation plans developed for the proposed railroad line.

Table 3. Wellhead Protection Areas	
Alternative	Length within area (feet)
1	4,200
2	0
3	1,490
No-Build	0

Source: Michael Baker Jr., Inc. 2008

The No-build alternative will not have an impact on any public water supply.

3.1.4 Private Water Supply

Coordination with the Arkansas Natural Resource Commission (formerly Arkansas Soil and Water Conservation Commission) was conducted to determine the location of private drinking water supplies that will be impacted by this project.

Existing Conditions: There were 1491 known private wells identified in Chicot and Desha Counties, of those approximately 170 were located in the Study Area.

Impacts: Alternative 1 impacts one private water well just south of Highway 208 near Halley. There were no known private water wells impacted by Alternatives 2 and 3.

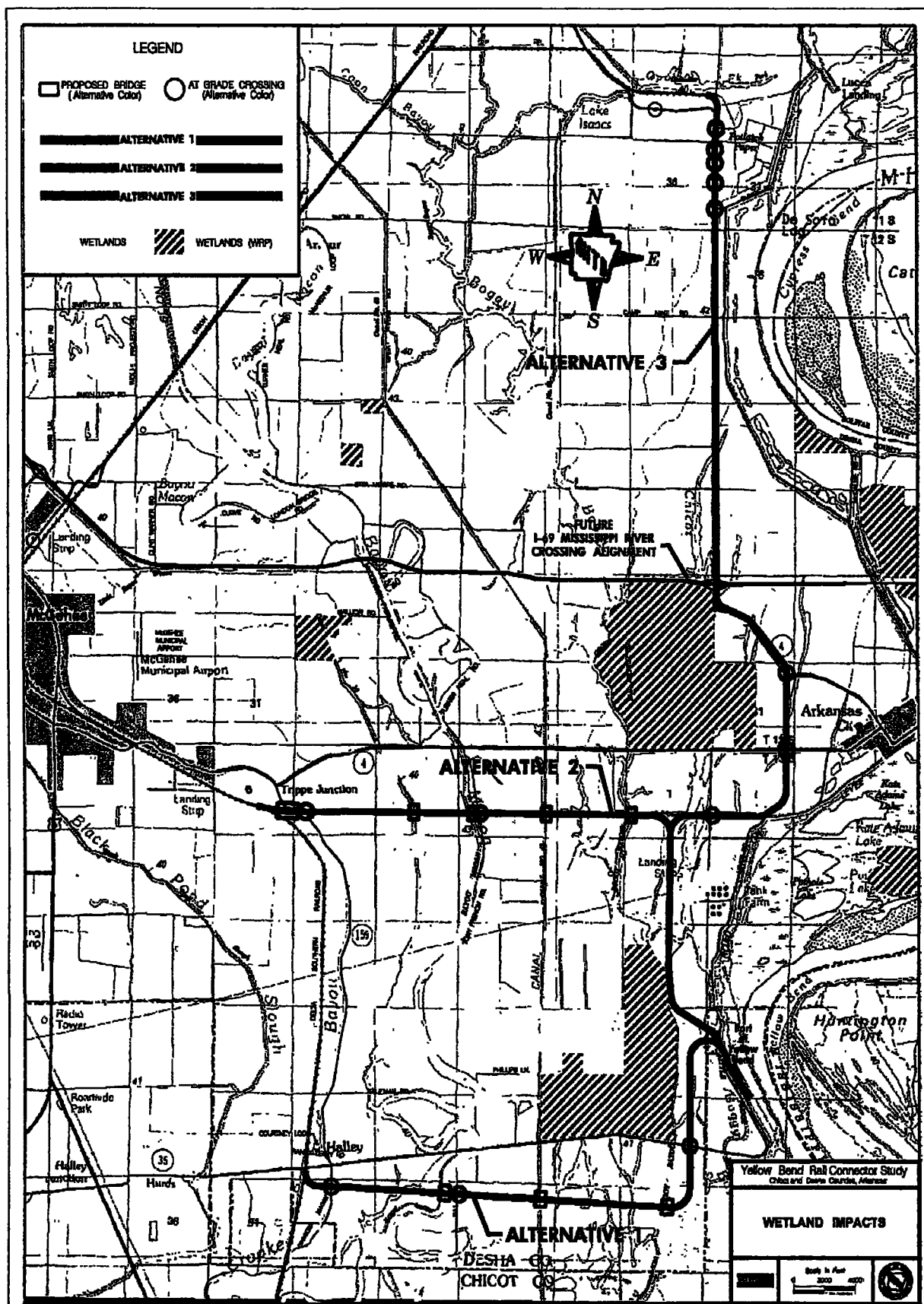
The No-build alternative will not have an impact on any private water supply.

3.1.5 Wetlands and Waters of the United States

Existing Conditions: A preliminary review for wetlands and other jurisdictional waters of the United States was conducted to evaluate potential impacts and to avoid and/or minimize impacts to these resources (Figure 5). Wetlands were identified through extensive review of Color Infrared imagery, soil survey maps, and consultation with the NRCS offices in Both Desha and Chicot counties to identify farmed wetlands (FW) and prior converted wetlands (PC). Field verification of mapped wetlands was conducted for wetlands located within or near the three proposed alternatives. Field verification did not include data collection and formal delineation but more routine determination inspections to be sure that calculated wetland impacts were accurate enough for comparisons between alternatives. Classification of wetlands (Cowardin et al, 1979) was completed on site for all of the potentially impacted wetlands. Table 4 presents the wetland findings for each alternative. USACOE 404 permits will be required and consequently formal delineation according to the latest COE guidance will be completed for the Selected Alternative.

Substantial tracts of WRP lands were identified in the project area. These WRP tracts were identified early in the process and avoided. Because so much of the land in the project area has been converted to agriculture and cleared of natural vegetation and hydrological conditions, there are not many large tracts of regulated wetlands remaining. There was very little FW land as most of the land was converted (PC wetlands) before December 23, 1985 and has remained in cropland ever since. PC wetlands are not considered regulated wetlands by the COE. Most of the remaining wetlands found in the project area are small tracts located in low or "sump" areas where crops were too difficult to grow.

Impacts: All of the wetlands potentially impacted by the proposed alternatives were categorized in the Palustrine System (Cowardin et al, 1979) which are non-tidal wetlands dominated by trees,



shrubs, and persistent emergent species. Palustrine forested is the dominate wetland that is impacted by the proposed project. Table 4 shows the acres and classification of wetlands impacted by each alternative.

Table 4. Wetland Impacts by Classification (acres)			
Wetland Class	Alternative 1	Alternative 2	Alternative 3
BHW	6.9	17.9	11.9
PEM/PSS	0.6	1.7	0
SWF-CYP	0	0	0.1
FW	0	0	0
Total Number of Wetlands	7	8	6
Total Acreage	7.5	19.6	12.0

BHW= Bottomland Hardwood; PEM=Emergent; PSS=Scrub/shrub; SWF-CYP=Cypress swamp, FW=farmed wetlands
Source: Michael Baker Jr., Inc. 2008

Alternative 1 impacts the least acreage (7.5) of wetlands and Alternative 2 impacts the most acreage (19.6). Most impacts are to bottomland hardwood forests with less than 1.7 acres of either emergent or scrub/shrub habitats being impacted by any single alternative.

The number of wetlands varies between alternatives. Alternative 2 impacts the greatest number of wetlands (8) and Alternative 3 the least (6). The ecological functions for all the wetlands in the project area are generally the same and consists primarily of providing wildlife habitat, flood storage, recreation (hunting), and aesthetics. Most of the bottomland hardwood tracts impacted are similar in age structure with no old growth forests noted.

The No-build alternative will not have an impact on any wetlands or waters of the United States.

3.1.6 Endangered and Threatened Species

Existing Conditions: The Endangered Species Act (ESA) of 1973 (16 USC & 1531-1543) declares the intention of Congress to protect all federally listed threatened and endangered species and designated critical habitat of such species occurring both in the United States and abroad. Section 7 of the ESA requires that Federal agencies, such as the Federal Highway Administration (FHWA), ensure that any action authorized, funded or carried out by the agency is not likely to jeopardize the continued existence of any threatened or endangered species or result in the destruction or adverse modification of critical habitat.

Rare, threatened or endangered species investigations were conducted through agency coordination. There are three threatened and endangered species of concern for the project: The Bald Eagle (*Haliaeetus leucocephalus*), the Ivory-billed Woodpecker (*Campephilus principalis*), and the Interior Least Tern (*Sterna antillarum athalassos*).

Impacts: Coordination with the United States Fish and Wildlife Service (USFWS) indicates that no listed species are expected to be impacted by the proposed project. This finding is based on an understanding that no impacts within the Mississippi River channel are anticipated.

The No-build alternative will not have an impact on any threatened or endangered species.

3.1.7 Floodplains and Floodways

The protection of floodplains and floodways is required by Executive Order 11988, Floodplain Management; 23 CFR Part 650, Location and Hydraulic Design of Encroachments on Floodplains; and US DOT 5650.2, Floodplain Management and Protection. These regulations were designed to minimize encroachment of transportation projects within the 100 year floodplain where practicable, and to avoid land use development inconsistent with floodplain values.

Existing Conditions: Flood Insurance Rate Maps were obtained for Chicot and Desha Counties. These maps were used to identify the limits of the 100 year floodplain and floodways. The largest floodplains in the Project Area are associated with the Mississippi River, Boggy Bayou and Bayou Macon (Figure 6). These areas are characterized by relatively large expanses of agricultural and forested land with gradual topographic gradients adjacent to existing waterbodies. During periods of high water, floodplains serve to moderate flood flow, provide water quality maintenance, act as areas for groundwater recharge, and serve as temporary habitat for a number of plant and animal species. Most of the project area is categorized as an approximate Zone A by FEMA. No detailed studies have been conducted so there are no base flood elevations available and no designated floodways.

Impacts: It is impossible to avoid floodplain impacts as almost the entire project area is in the 100-year floodplain. Alternative 3 impacts the most floodplain because it is the longest route. Floodplains impacts were minimized for Alternative 3 by locating the rail on the east side of Highway 4 north toward the Potlatch facility rather than the west side which is in the 100-year floodplain. Table 5 below illustrates impacts to the 100-year floodplain for all alternatives.

Table 5. Floodplain Impacts (acres)	
Alternative	Floodplain
1	61.0
2	72.0
3	103.0
No-Build	0

Source: Michael Baker Jr., Inc. 2007

The No-build alternative will not have an impact on any floodplains or floodways.

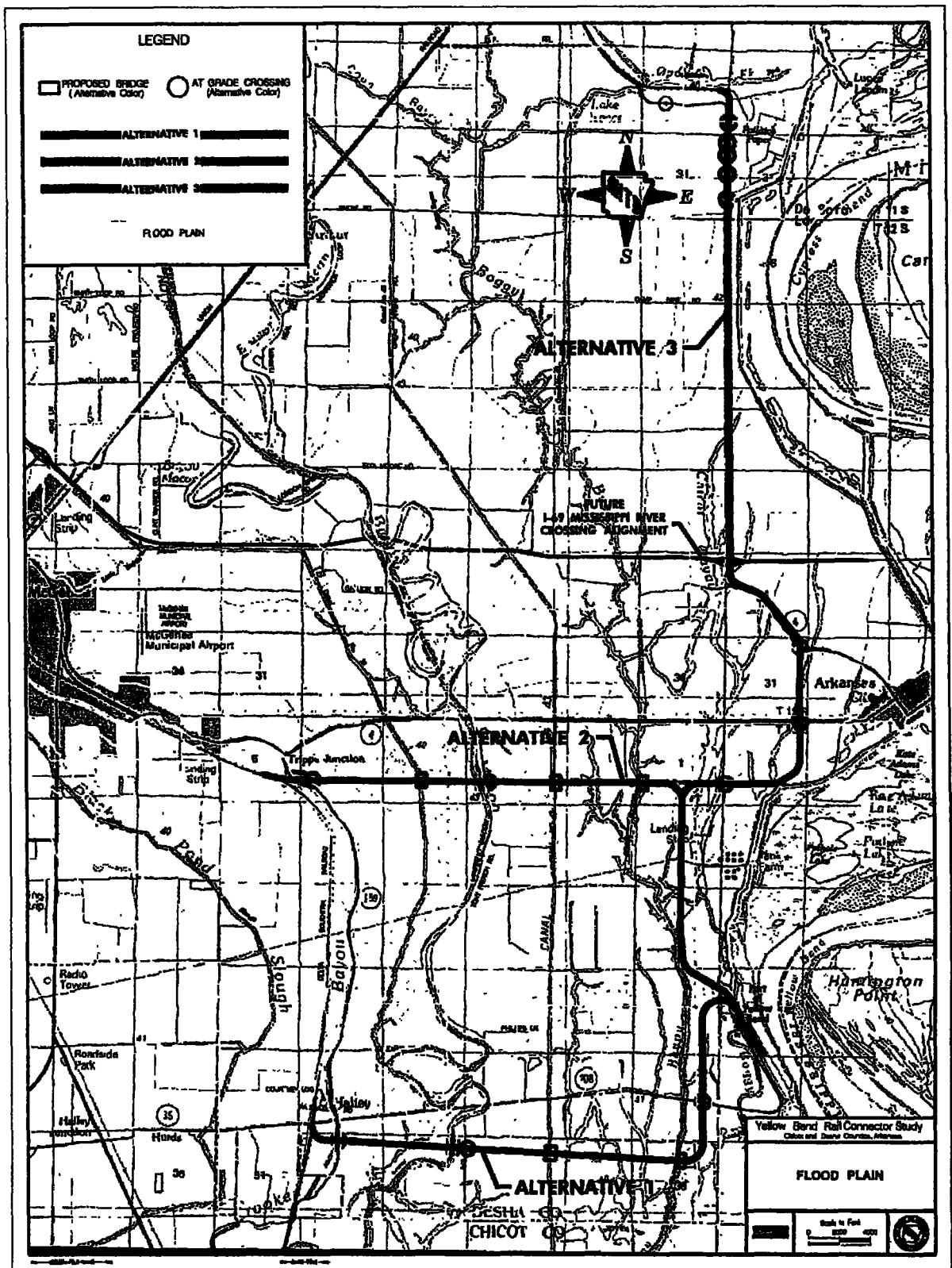


FIGURE 5. 100-YEAR FLOODPLAIN

3.2 Social and Economic Environment

Background Information

The study area is located primarily in Desha County but portions of the southern part of the study area (including the Port) are in Chicot County. There are two census tracts that provide detailed information on the study area; they are tract 9501 and 9504 (Figure 7).

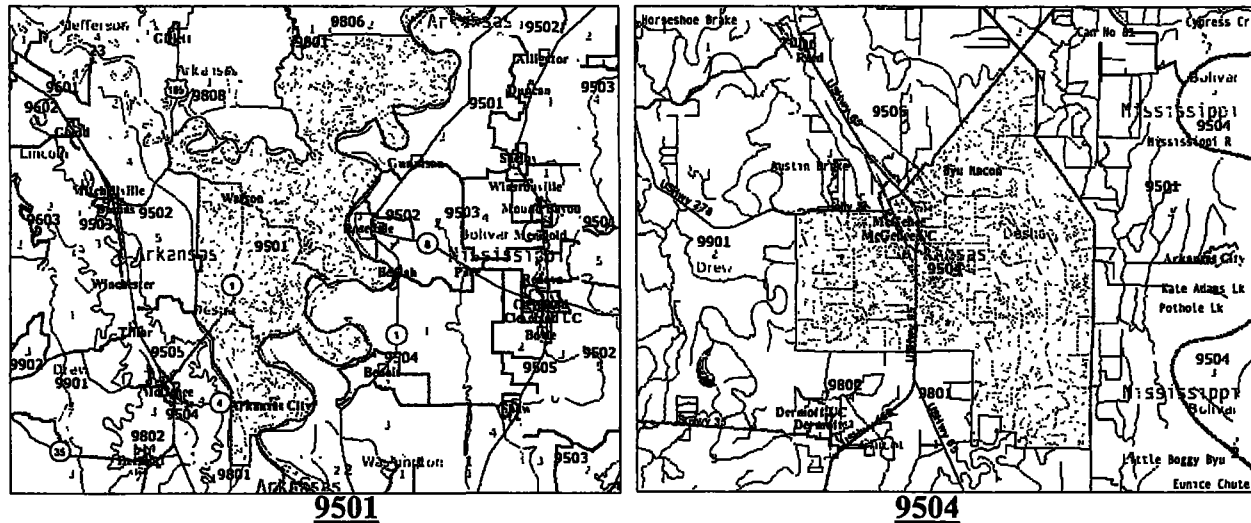


FIGURE 6. CENSUS TRACT MAPS

All tracts have an African American population percent greater than the State average but less than the County average (Table 6). Table 6 shows that the poverty rate in Chicot and Desha Counties and the two main project area census tracts (9501 and 9504) is substantially greater than the state average. Also from Table 6 it is clear that while the state population is increasing the population of the referenced project area counties and census tracts is decreasing.

Table 6. 2000 Population Characteristics					
State, County, and Census Tract	Total Population	% Change	Black/African American Yr 2000	Hispanic/Latino Yr 2000	Individuals Below Poverty Level Yr 2000
	1990 / 2000		%	%	%
Arkansas	2,350,725 / 2,673,400	+13.7	16	3	16
Desha County	16,798 / 15,314	- 8.8	46	3	29
Chicot County	15,713 / 14,117	- 10.1	52	3	29
Desha County Tract 9501	2,220 / 2,122	- 4.4	27	3	27
Desha County Tract 9504	4,092 / 3,630	- 11.3	53	2	33

Source: U.S. Department of Commerce - Bureau of the Census - 1990 and 2000, Demographics

Between 1990 and 2007, the civilian labor force decreased in Desha and Chicot Counties by 11 and 16.9 percent respectively while the statewide labor force substantially increased (Table 7). The 2007 unemployment rate for these counties was slightly lower than 1990 but was still almost twice the statewide rate. The dominant employment industries consistently include manufacturing, retail industry and education. Some of the largest employers in the project area are Potlatch Corporation, McGehee Industries, and the McGehee School District.

Table 7. Project Area Labor Force Estimates						
State / County	Civilian Labor Force			Unemployment Rate (%)		
	1990	Dec 2007	% Change	1990	2007	% Change
Arkansas	1,125,900	1,380,200	+ 22.5	6.8	5.3	- 1.5
Chicot County	5,925	4,925	- 16.9	11.1	8.7	- 2.5
Desha County	6,825	6,075	-11.0	10.2	10.4	-0.2

Source: Arkansas Department of Workforce Services, 2007

Median household incomes are presented in Table 8. While the median household income has increased in both Desha and Chicot Counties, both counties are still 20 to 30 percent below the statewide average.

Table 8. Median Household Income			
State /County	1990	2000	% Change
Arkansas	21,147	31,496	+ 49
Chicot County	12,680	22,024	+ 73
Desha County	15,719	25,464	+ 62

Source: U.S. Department of Commerce - Bureau of the Census - 1990 and 2000, Census of Population and Housing - General Housing Characteristics

In summary, the outward migration of lower income workers and families from the project area counties is likely due to the loss in agricultural related jobs for which these people could qualify. The job market is moving more and more into the retail and manufacturing industries. Furthermore, these types of jobs, especially retail, tend to be situated in more urban environments again pulling people away from rural areas in Chicot and Desha Counties.

3.2.1 Environmental Justice

Executive Order (EO) 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-income Populations" (February 1994) was issued to promote nondiscrimination in federal programs substantially affecting human health and the environment, to ensure that there will be no disproportionately high and adverse impacts to low-income and minority populations, and to provide low-income and minority communities access to public information on, and the opportunity for, public participation in proposed federal actions. The USDOT final Order on Environmental Justice (April 1997) was used to comply with EO 12898. In addition, the 1997 EPA "Interim Final Guidance for Incorporating Environmental Justice Concerns in EPA's National Environmental Policy Act (NEPA) Compliance Analyses" and the

Council on Environmental Quality's, "Environmental Justice Guidance under the National Environmental Policy Act" (1997) provided additional direction in addressing these issues.

Existing Conditions: Information obtained from the U.S. Census Bureau was examined to determine the presence of minority, and individuals below poverty level within the Project Area. General population information was presented above in Section 3.2 and shown in Table 6. Desha and Chicot Counties as well as two census tracts (9501 and 9504) in Desha County were examined to better characterize these population groups that may be affected by the proposed project. The highest concentration of minority populations and low income individuals was found in Desha County Tract 9504 with 53 percent African American and 33 percent below the poverty line. Additionally, a drive-by visual assessment of homes near the proposed rail lines was conducted. It appeared from the visual assessment that most of the homes adjacent or near to the proposed alternatives were occupied by non minority, low to middle income residents.

Impacts: No residences will be taken for any of the proposed alternatives, and indirect impacts such as noise and visual aesthetics are minor and discussed in detail in following sections. None of the proposed alternatives would disproportionately impact any low income or minority individuals or population. .

The No-build alternative will not have an impact on minority or low income groups or individuals.

3.2.2 Relocations

Structures within the study area were identified on aerial photographic mapping and, after being verified, were entered into the project GIS for impact assessment. Information updates, to include previously unrecorded residences and businesses, were made during the alignment study. Every effort was made from the onset of this project to minimize community impacts including but not limited to direct impacts to residences, businesses and churches. No residence, church or business relocations occur for any alternative.

If any displacements are eventually necessary, the Port Authority will utilize the AHTD guidelines for relocation of residences. Residential property in the proposed ROW will be eligible for relocation assistance in accordance with Public Law 91-646, the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as Amended. Before any person is required to leave their occupied dwelling, adequate replacement housing will be made available or built if necessary. Residents that are displaced by the project will be eligible for replacement housing and moving expense payments. Replacement housing will consist of fair housing and will be offered to all affected persons regardless of race, color, national origin, age, sex, or religion. If replacement housing is not available within the economic means of displaced person, Section 206 of Public Law 91-646, Housing of Last Resort, will be utilized to its fullest and practical extent.

The No-Build Alternative will not require the relocation of any businesses or residences.

3.2.3 Public Lands

Section 4(f) of the U.S. Department of Transportation Act of 1966 prohibits the use of significantly public owned public parks, designated recreation areas, and significant historic sites unless it can be shown that: 1) There is no prudent and feasible alternative that meets the project

Purpose and Need that avoids use of that land; and 2) All possible planning to minimize harm to the property has been examined.

No proposed alternative will impact any publicly owned lands.

The No-Build Alternative will not impact any publicly owned lands.

3.2.4 Pedestrian and Bicycle Traffic

Local resources were investigated to determine if any existing or planned pedestrian or bicycle routes would be impacted by the proposed project. There are no pedestrian and bicycle facilities associated with this project.

The No-Build Alternative will not impact any pedestrian or bicycle facilities.

3.2.5 Land Use

Existing Conditions: The predominant land use is dry crops (cotton, rice, soybeans, etc.). The largest commercial businesses in the area are the Port of Yellow Bend and the Potlatch facility, a chip mill and paperboard plant. Ag Bio Diesel, a bio-diesel plant that will convert soybeans to fuels, was recently opened just west of the Potlatch facility on Highway 4 and another bio-diesel plant is planning to locate within one mile of the Yellow Bend Port near Highway 208.

Residential use is primarily limited to isolated farm houses that are scattered throughout the project area. The exceptions would be Trippe Junction and Halley. Trippe Junction has a cluster of homes and farm houses located north of Highway 159. Halley, located at the junction of Highways 35, 159 and 208, is a small residential community with a church and fire station.

Impacts: Land use in the project area could be impacted by conversion of farmlands to industrial businesses that would benefit from being located near the new railroad facility and the Port. Accordingly, if more businesses locate in the project area, it is probable that residential housing would also increase as workers want to live as close to their jobs as possible. Land use changes are expected to be minor and would likely occur gradually over a relatively long span of time.

Other than the acreage of land that is directly converted from farmland to railroad ROW, it is expected that all of the alternatives will have a similar potential for affecting future land use activities.

The No-build alternative will not have an impact on land use in the project area.

3.2.6 Visual Environment

Existing Conditions: Visual considerations typically take two forms: Views of the proposed railway from adjacent areas and views from the proposed railway of the surrounding landscape. Since this rail is not for public transportation, views from the railway will not be considered. Visual impacts from homes and roadways will vary with location and are dependant upon land cover and land use.

The project area is generally flat and the primary land use is agriculture therefore, views across the landscape can encompass several miles. Additionally, since much of the project area is in the

100 year flood plain the rail will need to be elevated above the normal ground surface along much of its path; how far above will depend on the existing surface elevation. Given the flat terrain and the elevated rail line, the railway will likely be visible from many of the homes in the vicinity. However, trains are only anticipated at a rate of one or two per day, and these will have relatively few cars so the visual impact of the trains themselves will be minor. The railway would likely not be elevated above existing highways and should not create a visual barrier between drivers and the countryside views.

Impacts: Alternative 1 would subject to the greatest number of residences to visual impacts. The stretch of Highway 208 from Halley to the Port has at least 19 homes that would likely be able to see the new railway and see the trains as they pass. Alternative 2 would have the least impact on the viewshed from area homes and almost no impacts to the views of highways travelers, the exception being just east of Trippe Junction.

Alternative 3 would parallel Highway 4 from the Potlatch facility south to where Highway 4 takes a sharp eastward direction toward Arkansas City. Along this stretch of highway travelers would still have the same views west of the highway and minimal changes to the eastern viewshed due to the close proximity of the Mississippi River Levee. There are a total of five homes scattered throughout the approximately 12 miles of railway where residents may be able to see the rail and or the trains.

The No-Build Alternative will not have an impact on the visual aesthetics.

3.3 Historical and Archeological Sites

A review of previously identified archaeological and historical sites was conducted based on site files provided by the Arkansas Archaeological Survey. Over 30 known archeological sites and six potential historic structures were identified within the project study area. Most of these sites were avoided; however, three archaeological sites have been previously recorded within the proposed footprint of Alternative 3 (Table 9). These sites date to the historic/modern period and were evaluated as not eligible for nomination to the National Register of Historic Places. Sites 3DE114, 3DE115, and 3DE116 were identified near Highway 4 and consisted of the remnants of concrete foundations.

Site	Location	Date	Artifacts	NRHP Eligibility Status
3DE114	Alternative 3 east side of Highway 4	Modern/20 th Century	Concrete Foundation	Not Eligible
3DE115	Alternative 3 east side of Highway 4	Modern/20 th Century	Deposit of broken concrete	Not Eligible
3DE116	Alternative 3 east side of Highway 4	Modern/20 th Century	Deposit of broken concrete	Not Eligible

Source: Micael baker Jr., Inc. 2008

3.4 Noise

A noise analysis was undertaken to identify and evaluate the potential noise impacts of the proposed action. The latest Surface Transportation Board rules regarding noise were followed. Generally, this involved evaluating the noise impacts using the governing rules listed under 49 CFR 1105 (Title 49 Transportation Chapter X.-Surface Transportation Board, Department of Transportation Part 1105-Procedures For Implementation of Environmental Laws).

This report identifies the basic fundamentals of noise, noise sensitive areas contiguous to the project, the existing sound level environment, analysis methods, noise model inputs and assumptions, results, conclusions and recommendations.

3.4.1 Analysis Methods

Title 49 CFR, Chapter X, Part 1105.7(e)(6) Environmental Reports/Content/Noise, states that "If any of the thresholds identified in item (5)(i)* of this section are surpassed, state whether the proposed action will cause: (i) An incremental increase in noise levels of three decibels Ldn [DNL] or more; or (ii) An increase to a noise level of 65 decibels Ldn [DNL] or greater. If so, identify sensitive receptors (e.g., schools, libraries, hospitals, residences, retirement communities, and nursing homes) in the study area, and quantify the noise increase for these receptors if the thresholds are surpassed."

*Item (5)(i) thresholds are identified as follows:

- (A) An increase in rail traffic of at least 100 percent (measured in gross ton miles annually) or an increase of at least eight [8] trains a day on any segment of rail line affected by the proposal
- (B) An increase in rail yard activity of at least 100 percent (measured by carload activity), or
- (C) An average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on any affected road segment.

The proposed action would add 1 daily train on a new line where there had previously not been railroad activity. The following section identifies the noise model inputs, assumptions, results, and an impact analysis for each proposed alternative action.

3.4.2 Noise Model Inputs and Assumptions

Because horns are assumed for this analysis, the FRA Horn Noise Model was used to determine the existing/no-build and predicted sound level environment as a result of the proposed action. The model accounts for horn noise (as applicable), the non-train noise environment, shielding, length of the impact area, train speed, existing and future number of trains, day and night operations, number of cars, and number of locomotives.

The resulting model output provides the distance to the 65 DNL impact criteria noise contour. (It does not calculate the DNL level at each receptor.) There are two other model outputs identified as "impact" and "severe impact" distances based on the predicted increase in noise over the current condition. These are typically more likely to occur when introducing a new noise source into an area. Table 10 shows a generalized example of how the model quantifies the terms "Impact" and "Severe Impact" for different noise exposure increases based on existing sound levels.

Table 10. Impact Type Total Noise Exposure Increases Based on Existing Sound Level Environment		
Existing Sound Level (dBA)	Impact occurs if there is the following increase over existing condition	Severe Impact occurs if there is the following increase over existing condition
45	+7	+14
50	+5	+10
55	+3	+7
60	+2	+5
65	+1	+4

Note: Existing sound levels in between the derived numbers can be empirically calculated.

Source: Derived From Figure 3-1, FRA Noise and Vibration Noise Impact Assessment Manual.

At this time, the operational details are not firmly set. However, in an effort to gauge potential noise impacts, the following provisional information was provided by Delta Southern Railroad:

- One (1) proposed daily train on the new line
- Two (2) locomotives
- Seventy-five (75) cars
- Train horns assumed to be used at all at-grade crossings
- 15 second horn intervals were assumed
- 25 mph average running speeds
- Horns were assumed to be front-mounted

Other variables were considered in the noise analysis. These include:

- Abandoned or uninhabitable homes were not analyzed.
- Garages, barns, sheds, and other outbuildings are not considered noise sensitive.
- Commercial/industrial businesses are not typically considered noise sensitive sites with exterior people activity areas.

3.4.3 Existing Sound Level Readings within the Study Area

Noise level measurements were taken at seven representative areas throughout the study area. Though the computer model has a user input for generalized urban, suburban and rural land use baseline sound levels, the noise measurements were collected to validate the baseline conditions. Table 11 shows the noise measurement locations, the measure peak hour sound level and the local noise sources. Noise measurement locator maps are located in Appendix B for reference.

TABLE 11. NOISE MEASUREMENT LOCATIONS PEAK HOUR A-WEIGHTED SOUND LEVEL – dBA			
Measurement Site and Area Number	Location and Noise Sensitive Land Use	Existing Measured Sound Level	Noise Sources
1	Halley, residential land use, including the Fire Station and a mix of some commercial business.	49	Local activities, Highway 208 traffic, minimal heavy truck activity.
2	East of Halley, near Rail Lane, Route 208, and the Bayou Macon, residential land use.	42	Local activities, Highway 208 is too far away.
3	Port of Yellow Bend, residential land use.	43	Local activities, some local traffic.
4	West of Arkansas City, near Texas Eastern Road and Boggy Bayou, residential land use	47	Local activities, Highway 4 traffic
5	East of Trippe Junction, near Bayou Macon, residential land use.	43	Local activities. Highway 4 is too far away
6	Trippe Junction, near Route 159, residential land use.	42	Local activities, Highway 159 traffic [minimal]
7	Southwest of De Soto Landing, near Route 4 and Camp Nine Road, residential land use.	44	Local activities, Highway 4 traffic [minimal]

Source: Michael Baker Jr., Inc. 2008

Area 1 is in the southwest of the study area in Halley, primarily encompassing the rural residential land use near Courtney Loop, Randy Terry Road and Crooked Macon and the area immediately to the north along the existing railroad line. This area also includes a fire station, some commercial business, two cemeteries, and a radio tower. The receptors in this region have a direct line of sight to the existing Delta Southern Railroad line. In this area, build alternative 1 is generally south of most residences in this area. These build alternatives are proposed to tie into the existing rail line near Highway 35.

Area 2 is east of Halley, primarily encompassing the rural residences along Highway Route 208 and Rail Lane. There are no existing rail lines in the area and build alternative 1 is generally south of most residences in this area.

Area 3 is near the Port of Yellow Bend near the Mississippi River, encompassing one residence. There are no existing rail lines in the area and all the build alternatives are in the vicinity of this residence on various sides.

Area 4 is west of Arkansas City, primarily encompassing the rural residential land use near Route 4 and Texas Eastern Road. There are no existing rail lines in the area. Build alternative 3 is east of the potentially affected residences.

Area 5 is east of Trippe Junction, primarily encompassing the rural residences and two cemeteries near Highway 4, Tony French Road, and Bayou Macon. There are no existing rail lines in the area and build alternative 2 is south of the potentially affected residences.

Area 6 is in the northwest of the study area in Trippe Junction, primarily encompassing the rural residences near Highways 159 and 4. The receptors in this region have a direct line of sight to the existing Delta Southern Railroad line. In this area, build alternative 2 is south of most of the potentially affected residences in this area. These build alternatives are proposed to tie into the existing rail line west of Highway 159.

Area 7 is southwest of De Soto Landing, primarily encompassing the rural residential land use near Highway 4 and Camp Nine Road. Build alternative 3 is east of the residence in this area and is proposed to tie into the Union Pacific Railroad approximately 2 miles to the north near the Potlatch facility.

3.4.4 Noise Model Results

These results are only applicable for exterior people activity areas. These results also identify the preliminary right-of-way acquisitions. These acquisitions were assumed if the right-of-way line touched the on-site structure within the property boundary. Though unknown at this time, there may be additional relocations due to right-of-way proximity and/or driveway access restriction impacts.

Alternative 1

For Alternative 1, there are zero (0) residences within the 65 DNL impact criteria contour. There are zero (0) relative increase criteria impacts and zero (0) relative increase severe criteria impacts. There are zero (0) right-of-way acquisitions assumed for this alternative. Total of all impacts: Zero (0).

Alternative 2

For Alternative 2, there are zero (0) residences within the 65 DNL impact criteria contour. There is one (1) relative increase criteria impact and zero (0) relative increase severe criteria impact. The impact receptor is identified as receptor 5-4 on Figure 3 (sheet 5), located along Highway 159 south of Highway 4 in Trippe Junction. It is approximately 150 feet from this alternative. There are zero (0) right-of-way acquisitions assumed for this alternative. Total of all impacts: One (1).

Alternative 3

For Alternative 3, there are zero (0) residences within the 65 DNL impact criteria contour. There are zero (0) relative increase criteria impacts and zero (0) relative increase severe criteria impacts. Generally, this alternative traverses through the most unpopulated region in the project area. There are zero (0) right-of-way acquisitions assumed for this alternative. Total of all impacts: Zero (0).

Table 12 shows the predicted number and type of sound level impacts for each alternative.

TABLE 12. PREDICTED LEVEL IMPACTS				
Scenario	Impact Type			Totals
	65 DNL	Severe Impact	Impact	
Existing / No-Build	0 residences	N/A	N/A	0
Alternative 1	0 residences	0 residences	0 residences	0
Alternative 2	0 residences	0 residences	1 residence	1
Alternative 3	0 residences	0 residences	0 residences	0

N/A = Not Applicable This criteria does not apply to the existing or future no-build conditions because there are no "build" alternatives for comparison purposes.
Source: Baker 2008.

3.4.5 Conclusions

Generally, with the provisional operating assumptions, Alternative 2 has one (1) total predicted impact, and Alternatives 1 and 3 have zero (0) total impacts.

Alternative 1

Zero (0) impacts were predicted. Therefore, no mitigation measures are proposed.

Alternative 2

For Alternative 2, there are zero (0) residences within the 65 DNL impact criteria contour. There is one (1) relative increase criteria impact and zero (0) relative increase severe criteria impacts. The impact receptor is identified as receptor 5-4 on Figure 3, sheet 5 (Appendix B). It is located along Highway 159 south of Highway 4 in Trippe Junction. It is approximately 150 feet from this alternative.

Alternative 3

Zero (0) impacts were predicted. Therefore, no mitigation measures are proposed.

3.4.6 Mitigation

As a result of adding one train a day in the region, there is only one residence that is identified as being impacted. It is receptor 5-4, impacted only under Alternative 2. The reason that this site is impacted is because of the train horn and the residence's proximity to the crossing. Otherwise, without the horn, the 65 DNL noise contour line would only be 23 feet from the track and the relative increase over existing condition impact zone would only be 60 feet from the track.

Currently, train horns must be used at unsealed grade crossings to warn drivers (and pedestrians) of approaching trains and has been standardized since the 1930s. Since then, in some locations across the U.S., whistle bans have been established. However, communities are no longer allowed to ban horn noise without first putting up safety measures (quad gates, for example).

Though train horns can disturb those living near railroad tracks, these devices have reduced grade-crossing collisions by providing motorists with a warning of an approaching train. Also, the EPA has exempted locomotive horns from its noise regulations because of their safety importance.

Land Use Designations

Another option for mitigating train horn noise would be to attempt to orient new sensitive land uses in the area away from train horn noises. For this impacted site, however, the residence is fairly close to the noise source and there is a wetland, floodplain, and road in between the railroad track and the residence. The above variables would highly constrain any future construction of an intervening structure that might shield this site. Furthermore, implementing a different land use might also cause the removal of the impacted property, thus eliminating the need for mitigation in the first place.

Setbacks (moving the railroad track)

Noise exposure may be reduced by increasing the distance between the noise source and the residence. The distance of the residence to the track was estimated off the aerial to be approximately 150 feet. In order for this site to not be considered an impact, the track would have to be approximately 240 feet away, or about 90 feet further than currently proposed.

Barriers

Earth berm or solid structure barriers can reduce sound levels at noise sensitive sites. Its effectiveness depends upon blocking the line of sight between the noise source and receiver. Small height barriers that might normally reduce wheel noise would not prove effective in reducing the train horn noise since the horn is mounted high up on the locomotive.

The area that would need to be secured for an earth berm is labeled as both wetlands and floodplain and a bridge is proposed to carry the railroad over this area. As a result, it is highly unlikely that a barrier could be built within the wetlands/floodplain for regulatory and/or soils or hydrological reasons.

Vegetation / Landscape Buffers

In certain cases, trees (forestation) can provide some noise reduction. However, it would have to be long enough, tall enough and dense enough to thoroughly break the noise line of sight between the source and the receiver. For this wetland and floodplain area, including the current location of Highway 159, the use of vegetation would not be considered practical.

Generally, it is not typically reasonable or feasible to construct a noise barrier to benefit one impacted residence. Wetlands issues also preclude the possibility of building a noise barrier in this area.

Constructing a barrier to adequately mitigation train horn noise would necessitate building the barrier over Highway 159, which would restrict access. If access were to be maintained, the barrier would be ineffective because of the required gap. Additionally, the gap would need to be wider than the width of the crossing so that the line-of-sight safety is preserved due to the horizontal curvature of Highway 159.

3.5 Air Quality

Under the direction of the Clean Air Act Amendments (CAAA) of 1990, the EPA has established National Ambient Air Quality Standards (NAAQS) for six pollutants. These six "criteria pollutants" are lead, ozone, sulfur dioxide, oxides of nitrogen, carbon monoxide, and particulate matter.

For general conformity purposes and based on past air monitoring data and from information taken from the EPA Greenbook website, the project area is designated as being "in attainment" with the NAAQS. The term "attainment" is defined as an area that meets the national primary or secondary ambient air quality standard for the pollutant. As a result of the attainment status, the conformity procedures of the Clean Air Act, as amended, do not apply and no federal action is taken.

As a result, no official analysis is required to demonstrate meeting any de minimis air quality criteria levels since there are no applicable de minimis levels, or thresholds, established. For NEPA purposes, no further analysis is required and it is anticipated that the Proposed Alternatives will not cause or contribute to a new violation (one proposed train per day), will not increase the frequency or severity of an existing violation (no violations are currently recorded), or delay the timely attainment of the standard (not applicable since the area is already in attainment).

Transportation conformity does not apply since the area is in attainment. Further, there is no highway capacity addition or new road construction nor is there a construction of a facility that will generate diesel truck traffic (related to the PM_{2.5} 10,000 trucks a day threshold). Additionally, Arkansas does not have Indirect Source Review (ISR) requirements.

None of the alternatives are expected to impact air quality.

The No-Build Alternative will not have an impact on air quality.

3.6 Secondary Impacts

If the addition of a rail line to the Port were to increase the traffic at the port, the Port facility might expand. An expansion of the port could cause an impact to the water quality, floodplains and other environmental concerns. If the harbor were expanded in the future, impacts to endangered species and water quality could occur.

As previously discussed in Section 3.2.5 "Land Use" the project area could be impacted by conversion of farmlands to industrial businesses that would benefit from being located near the new railroad facility and the Port. Accordingly, if more businesses locate in the project area it is probable that residential housing would also increase as workers want to live as close to their jobs as possible. Land use changes are expected to be minor and would likely occur gradually over a relatively long span of time. Secondary development could impact wetlands and floodplains depending on the location of the development but at this time predicting when and where new development might occur is not practical.

All alternatives would have a similar potential for secondary impacts.

The No-Build Alternative will not create any secondary impacts.

3.7 Hazardous Materials Sites

A Hazardous Site search was conducted to determine the presence of hazardous material sites within the project area. The search included but was not limited to the Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS),

Resource Conservation and Recovery Act (RCRA), Leaking Underground Storage Tank Database (LUST), Underground Storage Tanks (UST), and Solid Waste Land Fills (SWF/LF). A visual reconnaissance of the project area was also conducted.

Existing Conditions: The environmental search identified 73 known hazardous sites in the project area. These sites are mainly located around and within the city limits of McGehee and Arkansas City. No major Hazmat sites are located in an alternative pathway. Trainsmontaigne Terminal is located south of Highway 4 close to Arkansas City. Trainsmontaigne Terminal provides integrated storage, transportation and related services for customers engaged in the distribution and marketing of refined petroleum products, crude oil, chemicals, fertilizers and other liquid products. This facility is not impacted by any alternative.

The Potlatch Plant located in Cypress bend of the Mississippi river is another facility that is of special concern. The Plant is a pulp and paperboard mill and Alternative 3 runs in close proximity to the plant but is not expected to encroach on the facility.

Above and below ground storage tanks are scattered throughout the area. These storage tanks are used for fuel storage by individual farmers for farming equipment. These tanks are exempt in the registration process if they are above ground and have a capacity less than 1,320 gallons. If the storage tanks are classified as underground storage tanks, they are exempt from the registration process if they have a capacity less than 1,100 gallons.

Although no structures are anticipated to be taken, if the project will require the acquisition and demolition of standing structures an asbestos survey will be conducted on each structure prior to demolition plan development. If the survey detects the presence of any asbestos containing materials, plans will be developed to accomplish the safe removal of the materials. All asbestos abatement work will be conducted in accordance with the Arkansas Department of Environmental Quality, the EPA, and the Occupational Safety and Health Administration asbestos abatement regulations.

None of the alternatives are expected to impact any known hazardous materials site.

The No-Build Alternative will not have an impact on any hazardous materials site.

3.8 Road Crossings

Existing Conditions: Safety is a major concern for any transportation project. One of the main safety issues for a railroad is road crossings. All of the road crossings in this project (for all alternatives) will be at-grade. The type of signing or barriers will be traffic dependant, naturally the greater the vehicle traffic the greater the safety concern and the more robust the safety parameters. These safety features can range from railroad crossing signs on local access roads leading to a few homes or farmlands, to gates and signal lights on more traveled highways with higher vehicle speeds such as Highway 4.

Impacts: Alternative 3 has the most road crossings (8) but four of these were direct access into the Potlatch facility. Two crossings were on Highway 4 north and south of Arkansas City. Highway 4 is the heaviest traveled road in the area and the only highway in and out of Arkansas City. Although highway traffic is not a significant factor based on AHTD 2007 traffic counts,

local businessmen and local officials are concerned about these two crossings and their possible impact to future tourism for Arkansas City.

Alternatives 1 crosses three roads, two of these were Highways 35 and 208. Both crossings were located on sections of these highways that have very low traffic counts; for 2005 the ADT was 150 vehicles for Highway 208 and an ADT of 110 vehicles for Highway 35.

Alternative 2 crosses State highway 159 near Trippe Junction and an additional four local roads before reaching the Port. The section of Highway 159 where the rail would cross had an ADT of 110 vehicles in 2005.

3.9 Railroad Connections

The Union Pacific Railroad appears to be Class 2 track, beyond the UP mainline, because of the absence of signals and good condition of the track, including the ties. Most of the track consists of 115- pound CWR for the distance parallel to Highway 1. The remainder is jointed rail, up to the Potlatch plant. Under State guidelines, this wouldn't have to be replaced.

The Delta Southern Railroad may be excepted class track, based on observation of poor alignment of rails, bad condition of over half of ties in locations observed, and missing tie plates and bolts. The rail, itself is very old, about 100 years of age and is probably a 90-pound or less rail section. Based on State railroad guidelines, this rail should be replaced. However since it is currently under private ownership, it is not within the scope of the railroad access to the Port to replace this.

Alternatives 1 and 2 connect to the Delta Southern Railroad while Alternative 3 connects to the Union Pacific Railroad. The condition of the Delta Southern tracks makes Alternatives 1 and 2 less desirable.

3.10 Impact Summary

Table 13 on the following page summarizes impacts as discussed through section 3 above. Those issues for which there were no impacts such as air quality or hazardous sites were not included in the table.

TABLE 13. ALTERNATIVE IMPACTS SUMMARY AND COMPARISON				
CATEGORY	ALTERNATIVE			COMMENTS
DEVELOPMENT COST	1	2	3	
Length in miles	7.1	8.1	13.1	Alt 1 is the shortest route and Alternative 3 is the longest route.
Route Distance from the Port of Yellow Bend to McGehee Yard	14.8	11.6	25.3	Alt 2 has shortest distance to connect with the McGee Yard.
Construction, ROW and Management Costs (millions)	22.0	28.1	23.2	Alt 2 is the most expensive due to bridge costs. Alt 1 is the least costly.
Estimated cost to upgrade Delta Southern Railroad (DSR) from proposed connection to the McGehee yard (millions)	6.4	2.8	NA	Cost includes track and track work only. From Alt 1 connection to McGehee Yard via DSR is 7.8 miles; from Alt 2 to McGehee Yard via DSR is 3.4 miles. Alt 3 does not connect to the DSR. This action is not part of this project and no specific agreements are in place.
ENVIRONMENTAL IMPACTS				
Prime Farm Soils (acres)	80	96	148	Alt 3 impacts the most prime farmland.
Wetlands (acres)	7.5	19.6	12.0	Alt 2 impacts the most wetland acreage and number of wetlands.
Floodplains (acres)	61	72	103	Alt 3 impacts the most floodplain.
Wellhead Protection (Linear feet)	4,200	0	1,490	Alt 3 impacts non-public WPA and Alt 1 impacts a public WPA.
Archeological Sites (#)	0	0	3	Alt 3 potentially impacts 3 known modern archeological sites determined to be non-significant.
SOCIAL IMPACTS				
Noise Impacts(#)	0	1	0	All alternatives will have minor noise impacts but one home on Alt 2 will be substantially impacted. Alt 1 will have the most overall impacts due to proximity of many homes along Highway 208 and there is also a church and park in Halley that would be in range of train whistle.
Visual Impacts	NA	NA	NA	Alt 1 will have the most visual impacts due to more homes, a church, and park being in view of the proposed railroad.
Road Crossings(#)	3	2	8	Alt 3 only has four public road crossings, four are entrances into the Potlatch plant.

4.0 COMMENTS AND COORDINATION

Involvement and participation by local officials, community leaders, federal and state resource agencies, Native American Tribes, and the public was an integral part of the Yellow Bend Rail Connector Project.

4.1 Resource Agency and Local Official Involvement

All appropriate state and federal agencies were contacted and were requested to provide input on project area resources (Appendix C). A local officials and agency meeting was held on June 20, 2007 in McGehee to discuss project development and gather input on local considerations and input on alternatives.

An archeological survey report will be completed and provided to the State Historic Preservation Officer when a final alternative has been selected. A Section 404 permit request will be submitted to the Vicksburg District COE when a more detailed design is completed.

4.2 Native American Tribal Involvement

The FHWA initiated contact and coordination with two Native American Tribes on May 30, 2007. As of January 2008, no response has been received. Tribal correspondence is included in Appendix D.

4.3 Public Involvement

On June 21, 2007, a Public Involvement Meeting was held at the McGehee Municipal Complex. The meeting date, location, and time were published in the McGehee-Dermott Times and broadcast on a local radio station, Power 92. The meeting allowed citizens to review the preliminary alignments, to speak with project representatives, and to leave written comments.

The public meeting was attended by 42 citizens and 40 comment forms were received. The handouts provided at the meeting and a synopsis of the public comments is in Appendix E.

After approval of this Environmental Assessment for public dissemination, a Location Public Hearing will be held. All documented concerns and questions expressed at the Public Hearing will be addressed in the request for a Finding of No Significant Impact (FONSI) that will be submitted to the Office of the United States Secretary of Transportation.

5.0 COMMITMENTS

Throughout this project, the Port Authority and AHTD have consulted and coordinated with several federal and state agencies, as well as the public, regarding important issues. The following summarizes the required permits and commitments in association with this project.

Permits

- State Water Quality Certification issued by the Arkansas Department of Environmental Quality as required by Section 401 of the Clean Water Act.
- Clean Water Act Section 404 permit issued by the U.S. Army COE for the placement of dredge and fill material in waters of the United States.
- An NPDES permit required by Section 402 of the Clean Water Act issued by the Arkansas Department of Environmental Quality.

Relocations

- All displaced residents will be provided with relocation assistance by the Port Authority according to AHTD guidelines and every reasonable effort will be made to relocate affected residents within their immediate community in accordance with the Federal Uniform Relocation Assistance and Real Property Policies Act of 1970, as Amended. Real estate availability will be reassessed once the final design of the railroad has been completed.

Water Quality

- The Port Authority will minimize non-point discharge water quality impacts and will comply with all requirements of the Clean Water Act, as Amended, for the construction of the proposed railway. A Stormwater Pollution Prevention Plan will be prepared in conjunction with the NPDES permitting. The prevention plan will include all specifications and best management practices necessary for control of erosion and sedimentation due to construction related activities.

Wetlands

- The Port Authority will attempt to further minimize wetland impacts during the final design phase of the project. All unavoidable wetland impacts will be mitigated. Final mitigation ratios and requirements will be determined during an evaluation of the project pursuant to Section 404 of the Clean Water Act.

Cultural Resources

- A Phase 1 Cultural Resources Survey to identify archeological and historical resources along the Preferred Alternative will be completed and submitted to the State Historic Preservation Officer for review.

Hazardous Materials

- If the project will require the acquisition and demolition of standing structures, an asbestos survey will be conducted on each building prior to the development of demolition plans. If the survey detects the presence of any asbestos containing materials, plans will be developed to accomplish the safe removal of the materials. All asbestos abatement work will be conducted in accordance with the Arkansas Department of Environmental Quality, the EPA, and the Occupational Safety and Health Administration asbestos abatement regulations.

6.0 LITERATURE CITED

- Arkansas Department of Environmental Quality. TMDLS for Turbidity, Chloride, Sulfate, and TDS in the Boeuf River and Bayou Macon Basins, AR. December 2004.
http://www.adeq.state.ar.us/ftproot/Pub/WebDatabases/PermitsOnline/NPDES/Tech/AR0050580_TMDLS_20041222.pdf
- Arkansas Highway and Transportation Department. Annual Average Daily Traffic Estimates. Desha County. 2007.
<http://www.arkansashighways.com/maps/trafficcountymaps/2005ADT/tdesh.pdf>
- Arkansas Highway and Transportation Department. Annual Average Daily Traffic Estimates. Chicot County. 2007.
<http://www.arkansashighways.com/maps/trafficcountymaps/2005ADT/tchic.pdf>
- Arkansas Highway and Transportation Department. Arkansas State Rail Plan. May 2002.
http://www.arkansashighways.com/planning/F%20&%20E/SRP_2002all.pdf
- Arkansas Highway and Transportation Department. "General Assessment and Regional Transportation Study: Phase I, Evaluation of Potential Rail Line Connection between Proposed Southeast Arkansas Intermodal Transportation Center and Yellow Bend Slackwater Harbor" August 2001.
- Executive Order 11990. Protection of Wetlands. 1977.
- Government Printing Office. Department of Transportation Part 1105-Procedures for Implementation of Environmental Laws.
http://www.access.gpo.gov/nara/cfr/waisidx_07/49cfr1105_07.html
- Mack-Blackwell Transportation Center at the University of Arkansas at Fayetteville. "Benefit-Cost Analysis of Constructing a Rail Connection and Intermodal Facility at the Mississippi River Port of Yellow Bend in Arkansas." University of Arkansas 1995.
- Munsell. Munsell Soil Color Chart. 2000 ed.
- Planning and Research Division, Arkansas Highway and Transportation Department. "Yellow Bend Slackwater Harbor Study, Phase II" March 2004.
- Title 23. Code of Federal Regulations. Part 772. Procedures for Abatement of Highway Traffic Noise and Construction Noise.
- U.S. Department of Agriculture, Natural Resources Conservation Service. Soil Survey of Chicot County, Arkansas. March 1967.
- U.S. Department of Agriculture, Natural Resources Conservation Service. Soil Survey of Desha County, Arkansas. March 1972.

United States Army Corps of Engineers. Engineering and Design-Design and Construction of Levees. April 2000.

<http://www.usace.army.mil/publications/eng-manuals/em1110-2-1913/toc.htm>

United States Geological Survey. Ground-Water Models of the Alluvial and Sparta Aquifers: Management Tools for a Sustainable Resources. 2005.

<http://pubs.usgs.gov/fs/2005/3008/>

U.S. Geological Survey. Website. 2003.water.usgs.gov/wsc/cat/11110103.html

the first of these is the fact that the
 second of these is the fact that the
 third of these is the fact that the
 fourth of these is the fact that the
 fifth of these is the fact that the
 sixth of these is the fact that the
 seventh of these is the fact that the
 eighth of these is the fact that the
 ninth of these is the fact that the
 tenth of these is the fact that the

the first of these is the fact that the
 the second of these is the fact that the
 the third of these is the fact that the
 the fourth of these is the fact that the
 the fifth of these is the fact that the
 the sixth of these is the fact that the
 the seventh of these is the fact that the
 the eighth of these is the fact that the
 the ninth of these is the fact that the
 the tenth of these is the fact that the

the first of these is the fact that the
 the second of these is the fact that the
 the third of these is the fact that the
 the fourth of these is the fact that the
 the fifth of these is the fact that the
 the sixth of these is the fact that the
 the seventh of these is the fact that the
 the eighth of these is the fact that the
 the ninth of these is the fact that the
 the tenth of these is the fact that the

the first of these is the fact that the
 the second of these is the fact that the
 the third of these is the fact that the
 the fourth of these is the fact that the
 the fifth of these is the fact that the
 the sixth of these is the fact that the
 the seventh of these is the fact that the
 the eighth of these is the fact that the
 the ninth of these is the fact that the
 the tenth of these is the fact that the

THE UNIVERSITY OF CHICAGO

THE UNIVERSITY OF CHICAGO PRESS

United States Department of Agriculture



Natural Resources Conservation Service
351 Washington Street, Room 206 Federal Building
Camden, Arkansas 71707

Subject: Yellow Bend Rail Connector

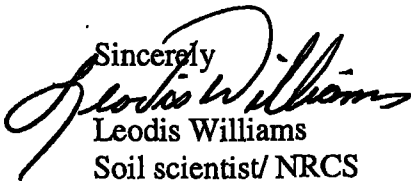
Date: October 3, 2007

To: Anthony Miller
Environmental Associate
Michael Baker Jr., Inc
2925 Layfair Dr
Jackson, MS 39232

Mr. Miller

This letter is in response to your request for Desha and Chicot Counties, Arkansas. Fine enclosed the information per your requested

If I can be of any further assistance to you concerning this information feel free to contact me any time at 870-836-2089 ext 106

Sincerely

Leodis Williams
Soil scientist/ NRCS

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request 9/26/07			
Name Of Project Yellow Bend Rail Connector		Federal Agency Involved FHWA			
Proposed Land Use Rail		County And State Desha and Chicot Counties, AR			
PART II (To be completed by NRCS)		Date Request Received By NRCS 9/27/07			
Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply -- do not complete additional parts of this form).		Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Acres Irrigated 187,651	Average Farm Size 1,078
Major Crop(s) Soybean	Farmable Land In Govt. Jurisdiction Acres: 453,556 % 88	Amount Of Farmland As Defined In FPPA Acres: 453,556 % 88			
Name Of Land Evaluation System Used LE-NRCS	Name Of Local Site Assessment System NONE	Date Land Evaluation Returned By NRCS 10/9/07			
PART III (To be completed by Federal Agency)		Alternative Site Rating			
		Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly		80.0	82.0	73.0	96.0
B. Total Acres To Be Converted Indirectly		0.0	0.0		
C. Total Acres In Site		80.0	82.0	73.0	96.0
PART IV (To be completed by NRCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland		73.0	80.0	70.0	96.0
B. Total Acres Statewide And Local Important Farmland		0.0	0.0		
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted		16.0	18.0	15.0	21.0
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value		68.0	68.0	68.0	68.0
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)		88	88	88	88
PART VI (To be completed by Federal Agency)					
Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))		Maximum Points			
1. Area In Nonurban Use		15	15	15	15
2. Perimeter In Nonurban Use		10	10	10	10
3. Percent Of Site Being Farmed		20	20	20	20
4. Protection Provided By State And Local Government		20	20	20	20
5. Distance From Urban Builtup Area		5	5	5	5
6. Distance To Urban Support Services		3	3	3	3
7. Size Of Present Farm Unit Compared To Average		3	3	3	3
8. Creation Of Nonfarmable Farmland		10	10	10	10
9. Availability Of Farm Support Services		0	0	0	0
10. On-Farm Investments		0	0	0	0
11. Effects Of Conversion On Farm Support Services		0	0	0	0
12. Compatibility With Existing Agricultural Use		0	0	0	0
TOTAL SITE ASSESSMENT POINTS		160	86	86	86
PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)		100	88	88	88
Total Site Assessment (From Part VI above or a local site assessment)		160	86	86	86
TOTAL POINTS (Total of above 2 lines)		260	174	174	174
Site Selected:		Date Of Selection		Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
Reason For Selection:					

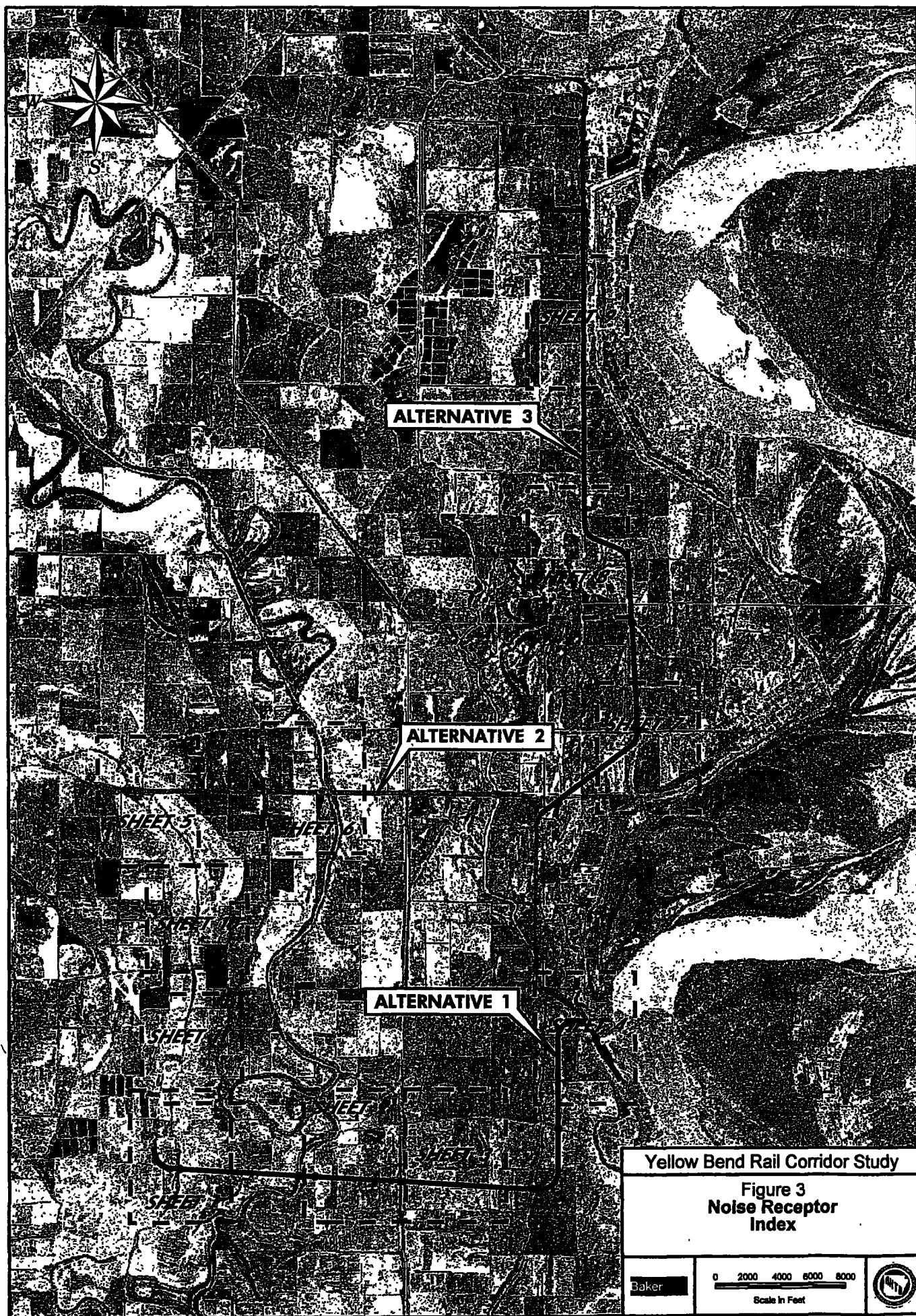
U.S. Department of Agriculture

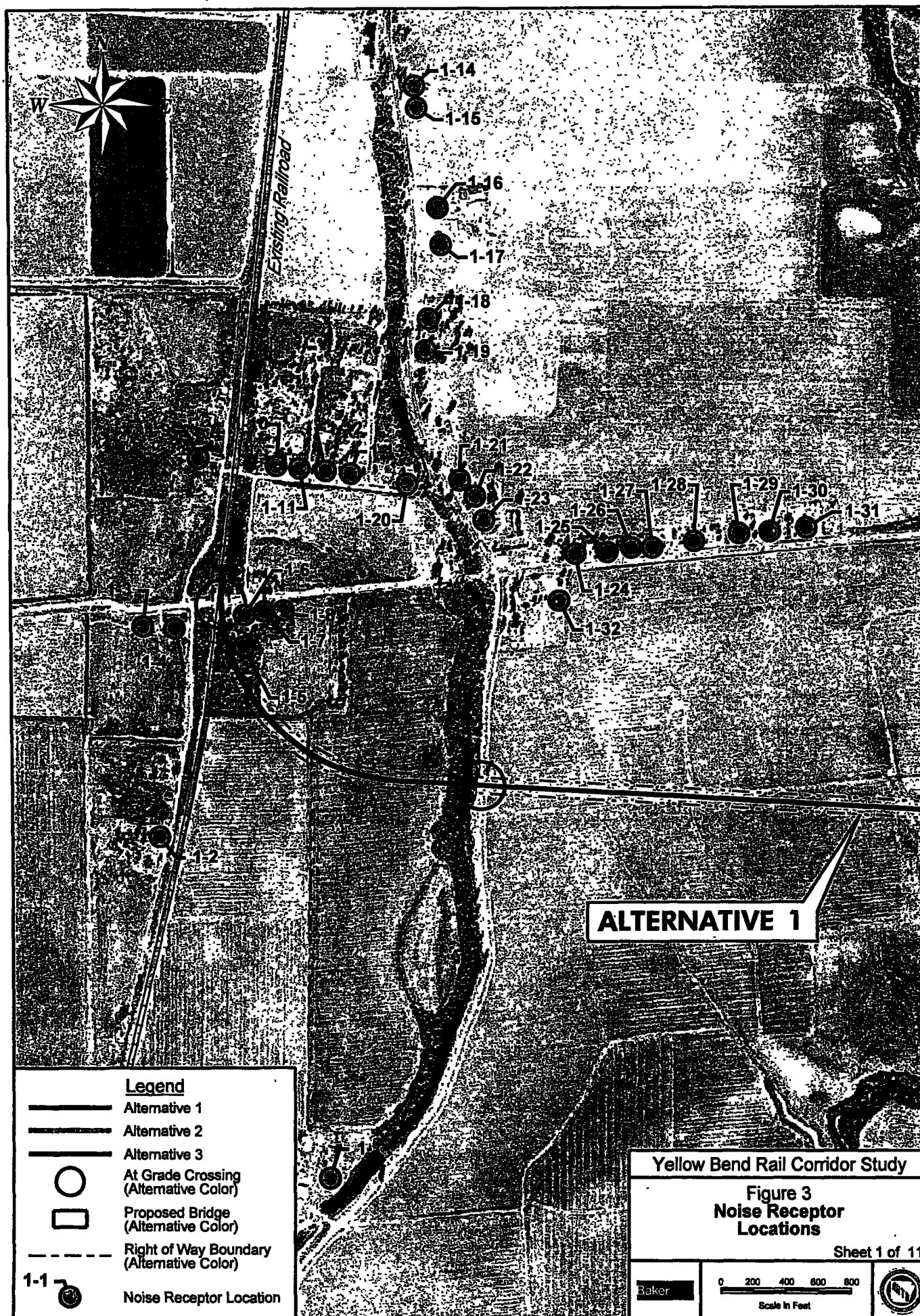
FARMLAND CONVERSION IMPACT RATING

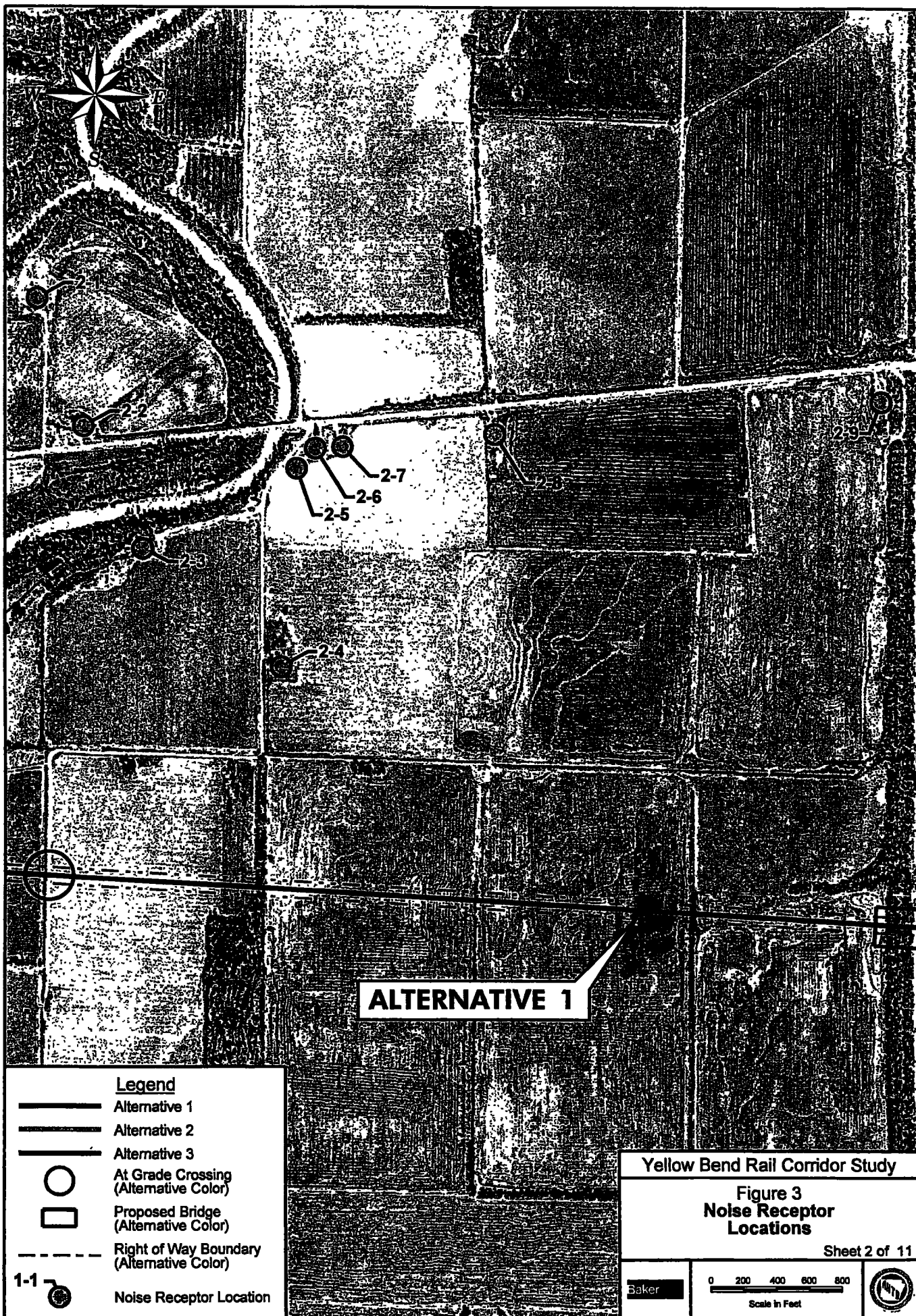
PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request 9/26/07			
Name Of Project Yellow Bend Rail Connector		Federal Agency Involved FHWA			
Proposed Land Use Rail		County And State Desha and Chicot Counties, AR			
PART II (To be completed by NRCS)		Date Request Received By NRCS			
Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply – do not complete additional parts of this form).		Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Acres Irrigated 187,651	Average Farm Size 1,078
Major Crop(s) Soybean	Farmable Land In Govt. Jurisdiction Acres: 453,556 % 88	Amount Of Farmland As Defined in FPPA Acres: 453,556 % 88			
Name Of Land Evaluation System Used LE-NRCS	Name Of Local Site Assessment System NONE	Date Land Evaluation Returned By NRCS 10/3/07			
PART III (To be completed by Federal Agency)		Alternative Site Rating			
		Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly		148.0	148.0		
B. Total Acres To Be Converted Indirectly		0.0	0.0		
C. Total Acres In Site		148.0	148.0	0.0	0.0
PART IV (To be completed by NRCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland		145.0	148.0		
B. Total Acres Statewide And Local Important Farmland		0.0	0.0		
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted		32.0	33.0		
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value		68.0	68.0		
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)		88	88		
PART VI (To be completed by Federal Agency)					
Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))	Maximum Points				
1. Area In Nonurban Use		15	15		
2. Perimeter In Nonurban Use		10	10		
3. Percent Of Site Being Farmed		20	20		
4. Protection Provided By State And Local Government		20	20		
5. Distance From Urban Builtup Area		5	5		
6. Distance To Urban Support Services		3	3		
7. Size Of Present Farm Unit Compared To Average		3	3		
8. Creation Of Nonfarmable Farmland		10	10		
9. Availability Of Farm Support Services		0	0		
10. On-Farm Investments		0	0		
11. Effects Of Conversion On Farm Support Services		0	0		
12. Compatibility With Existing Agricultural Use		0	0		
TOTAL SITE ASSESSMENT POINTS	160	86	86	0	0
PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)	100	88	88		
Total Site Assessment (From Part VI above or a local site assessment)	160	86	86	0	0
TOTAL POINTS (Total of above 2 lines)	260	174	174	0	0
Site Selected:	Date Of Selection	Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>			
Reason For Selection:					

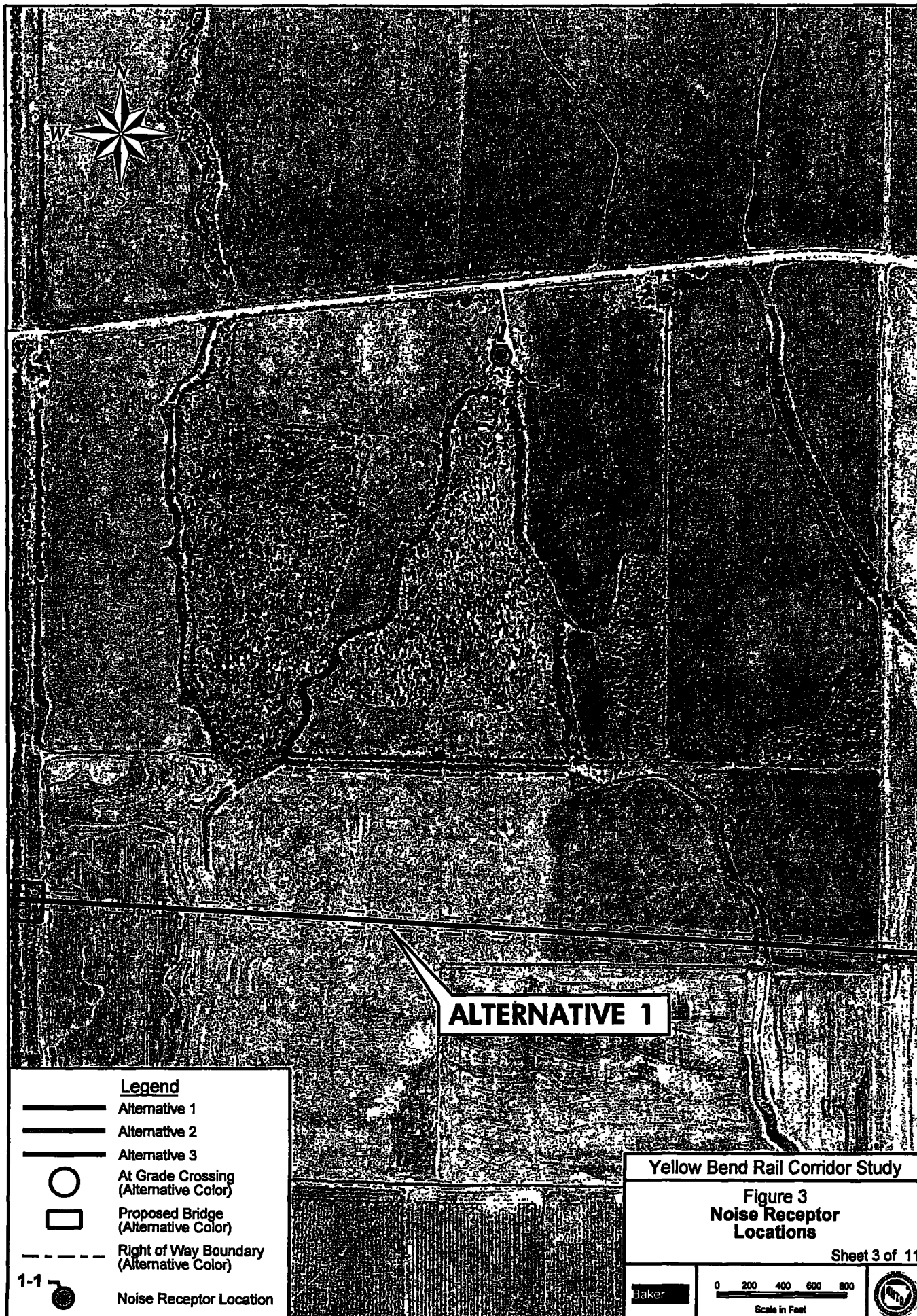
1870-1871

1872-1873









Legend

- Alternative 1
- Alternative 2
- Alternative 3
- At Grade Crossing (Alternative Color)
- Proposed Bridge (Alternative Color)
- Right of Way Boundary (Alternative Color)
- Noise Receptor Location

ALTERNATIVE 1

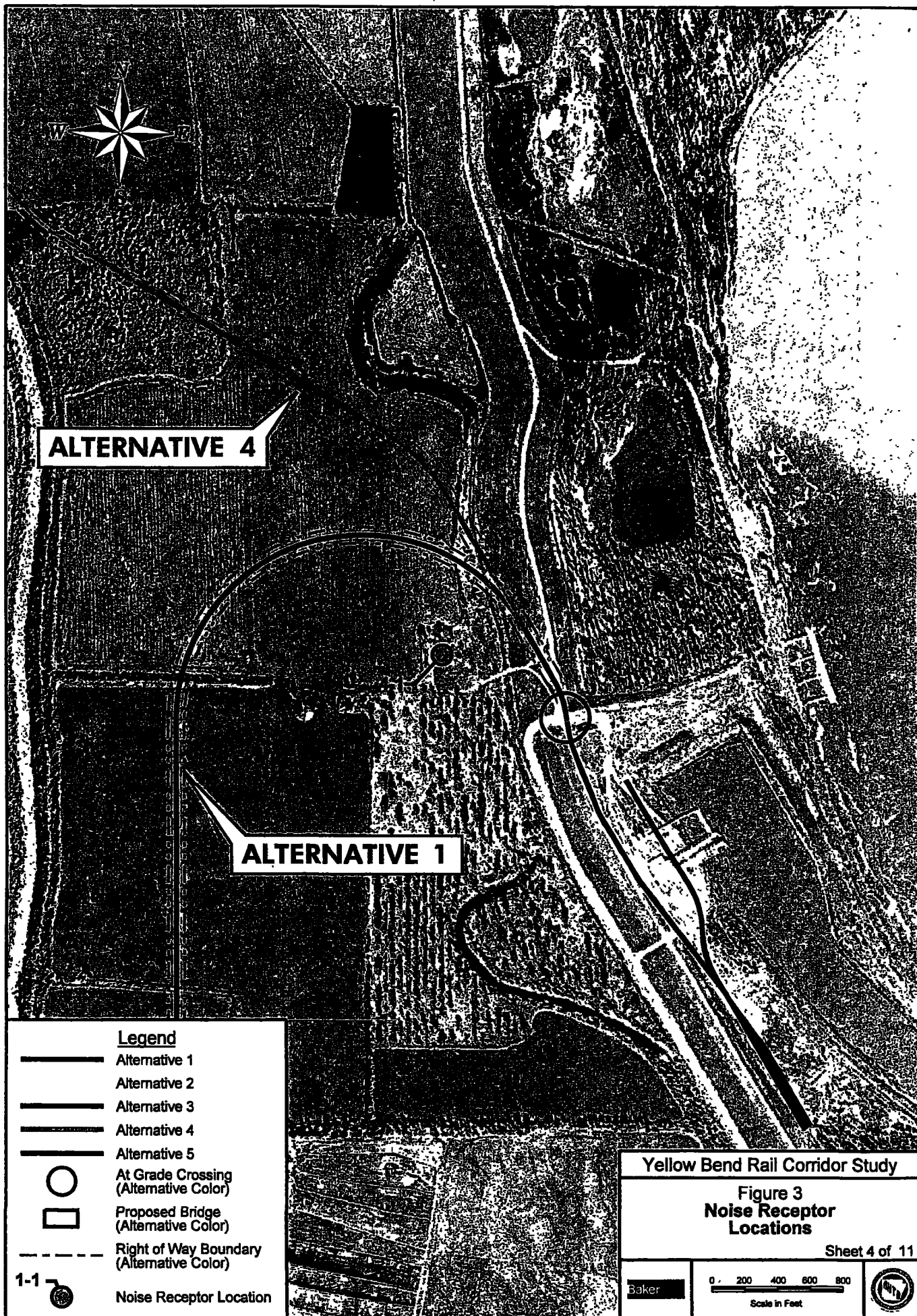
Yellow Bend Rail Corridor Study

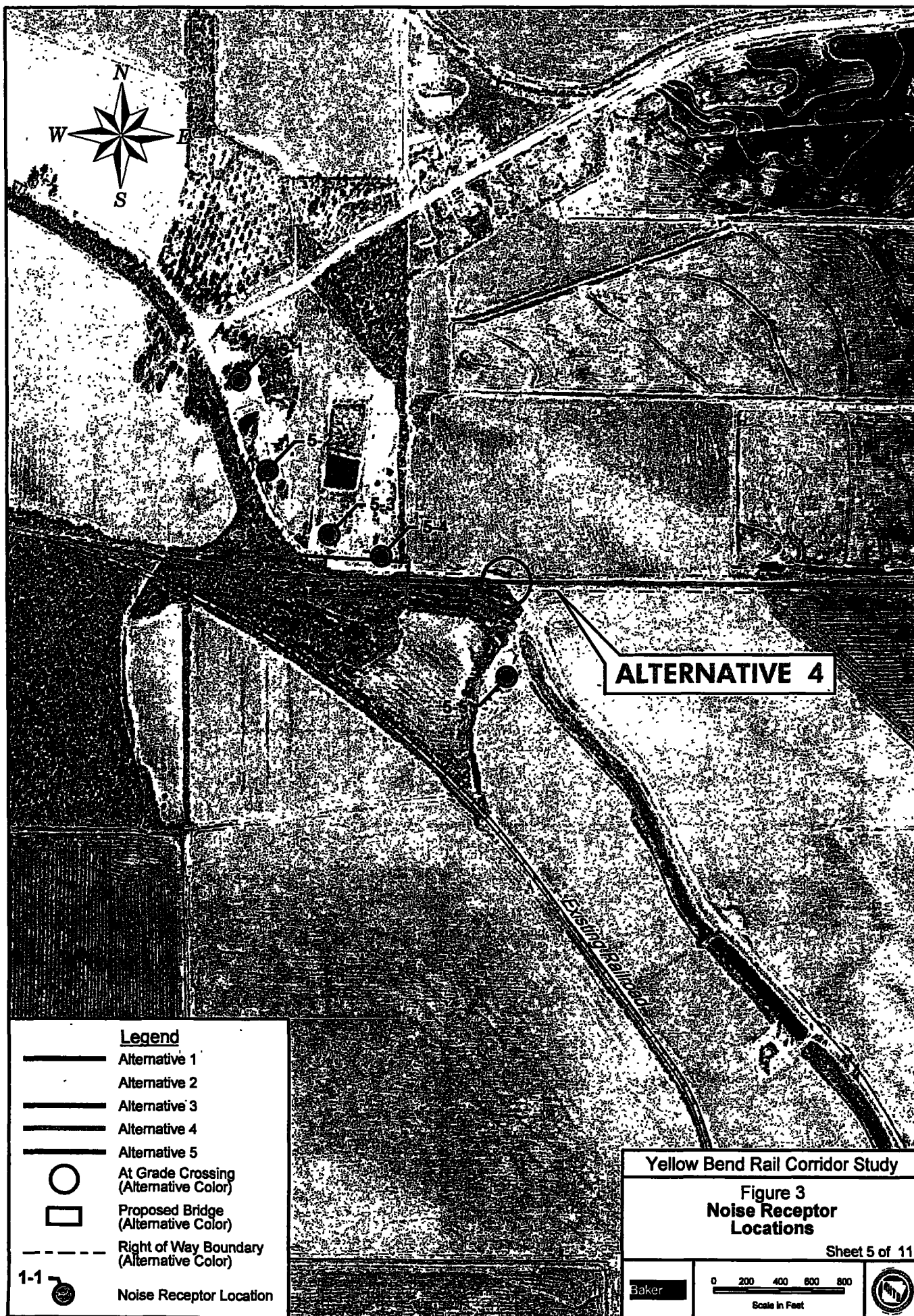
Figure 3
Noise Receptor
Locations

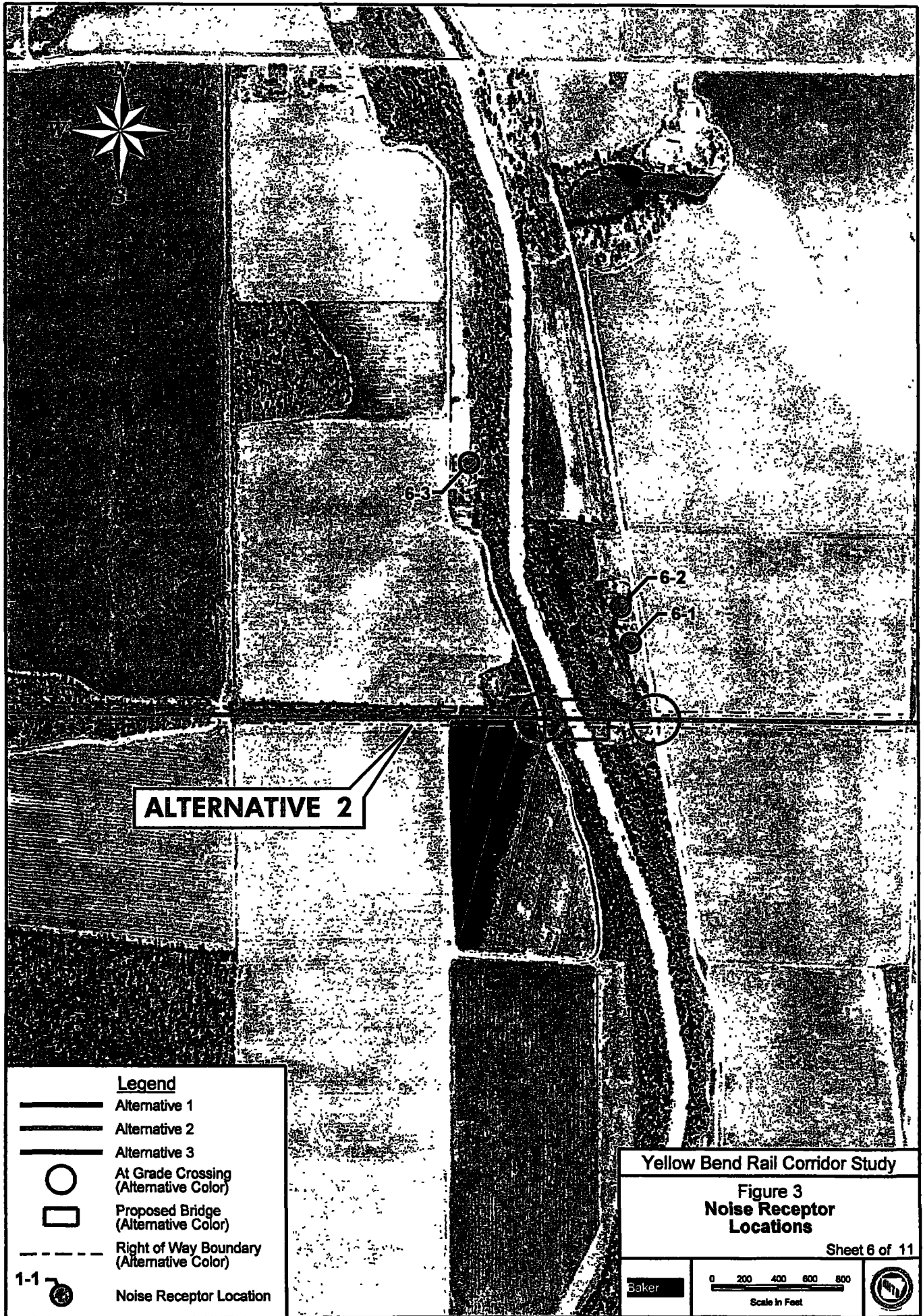
Sheet 3 of 11

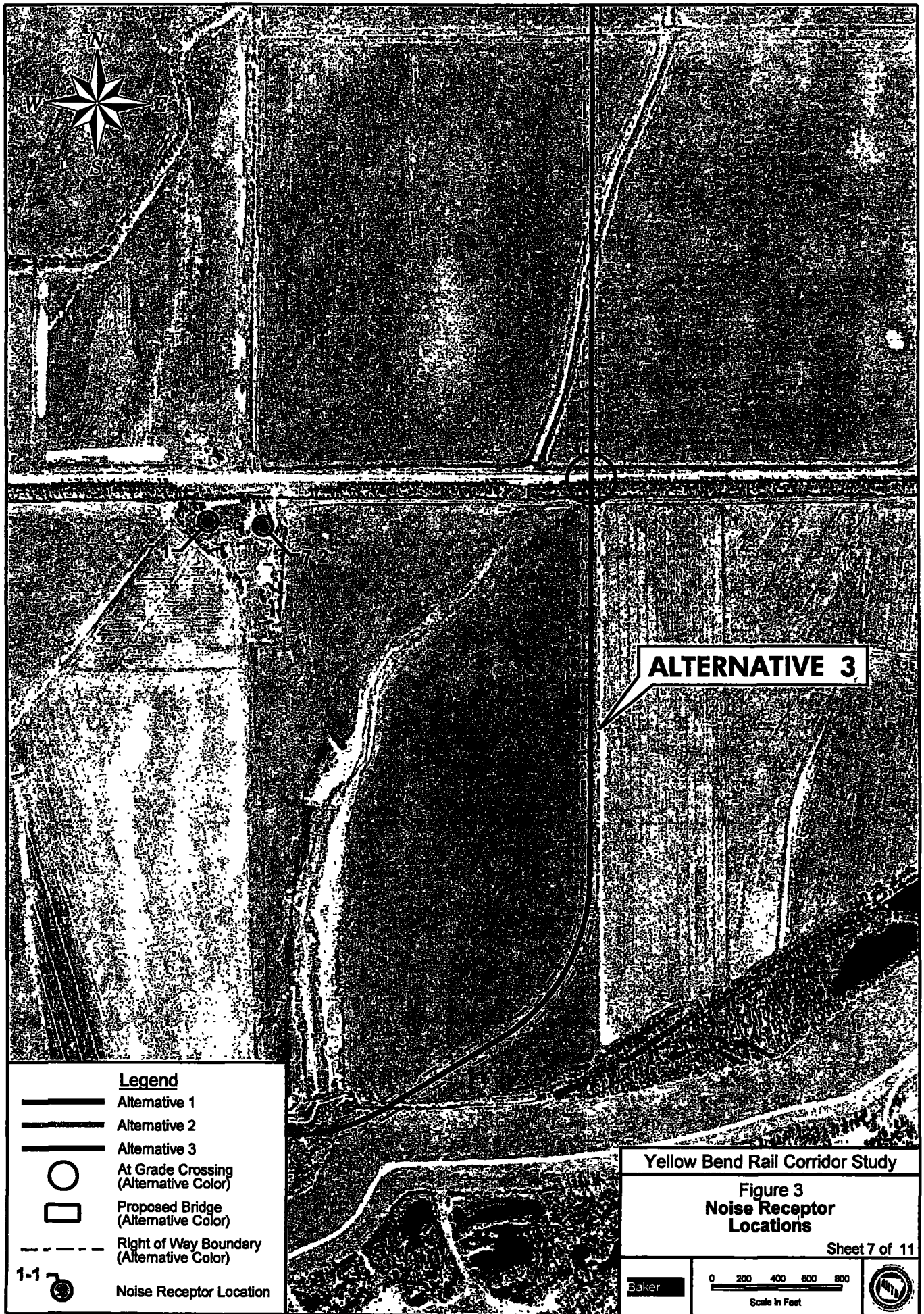
Baker

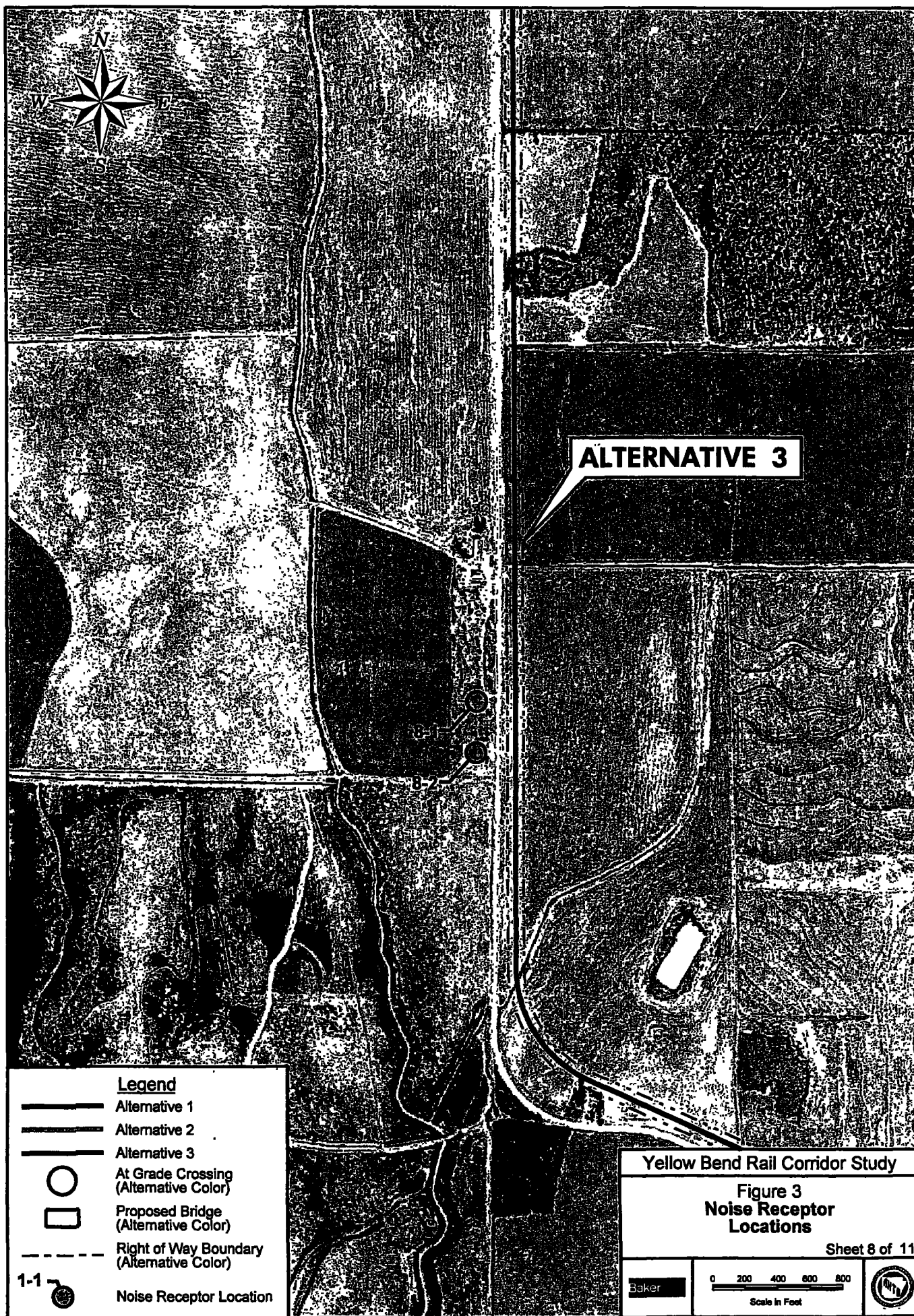
0 200 400 600 800
Scale in Feet

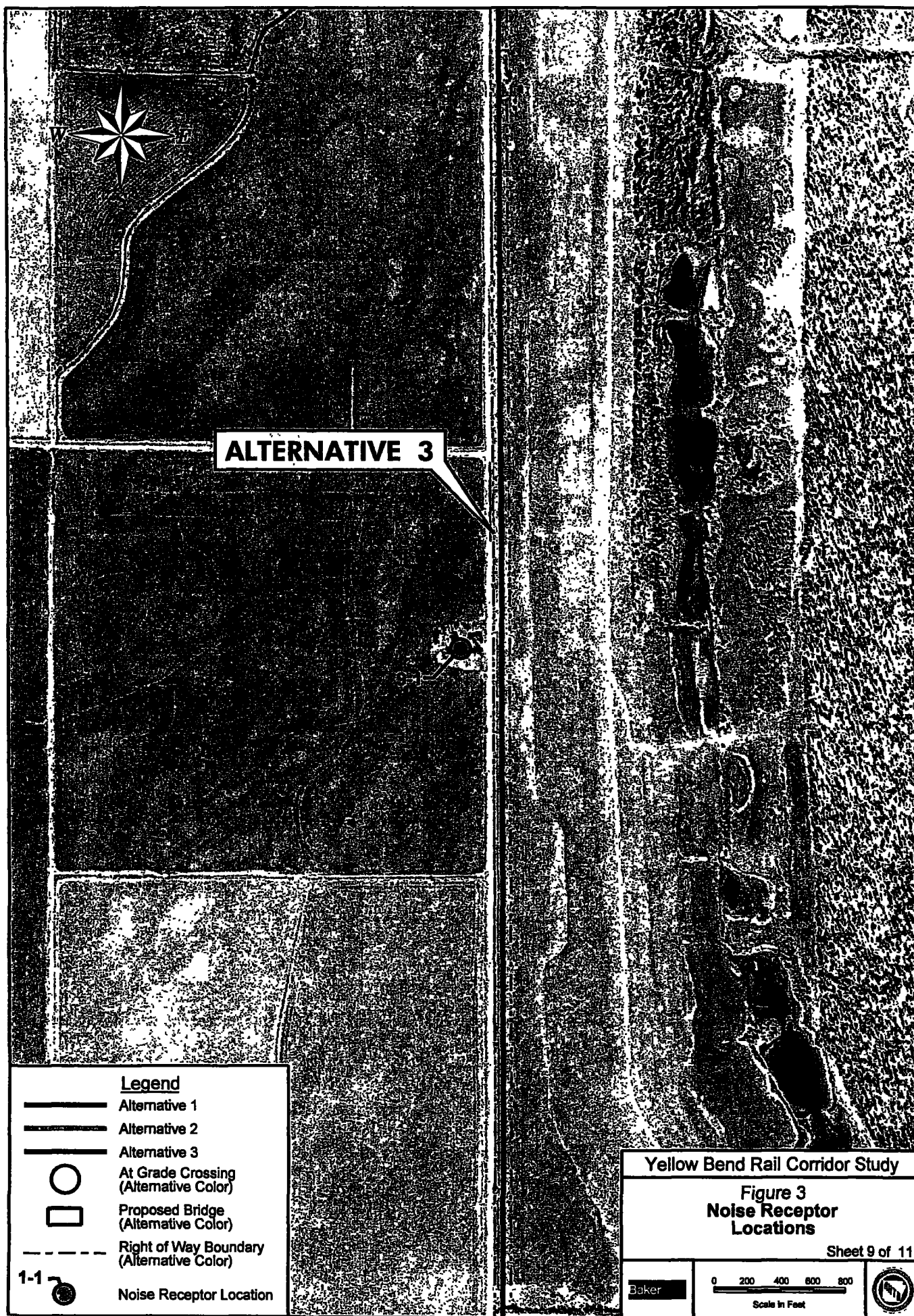


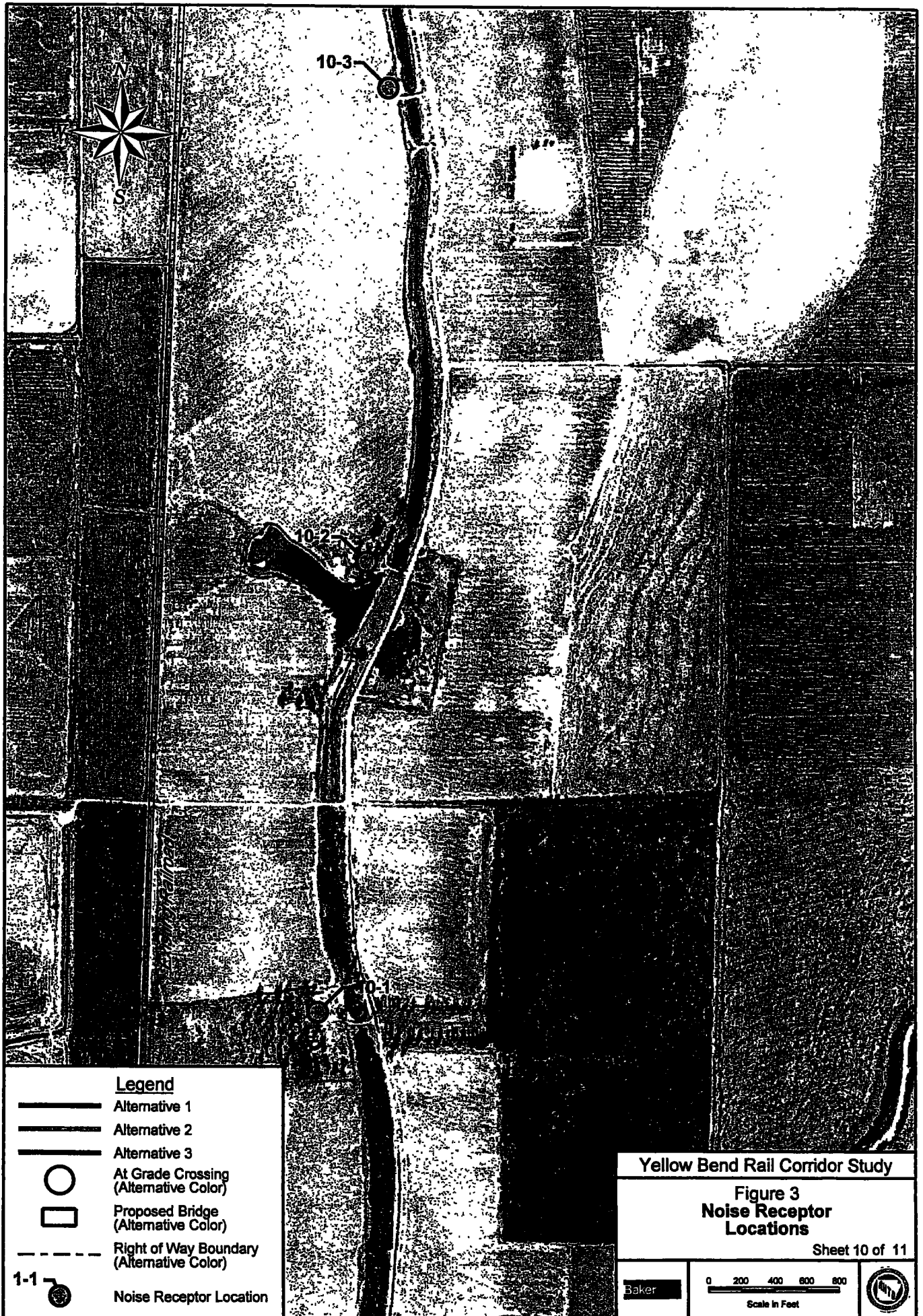


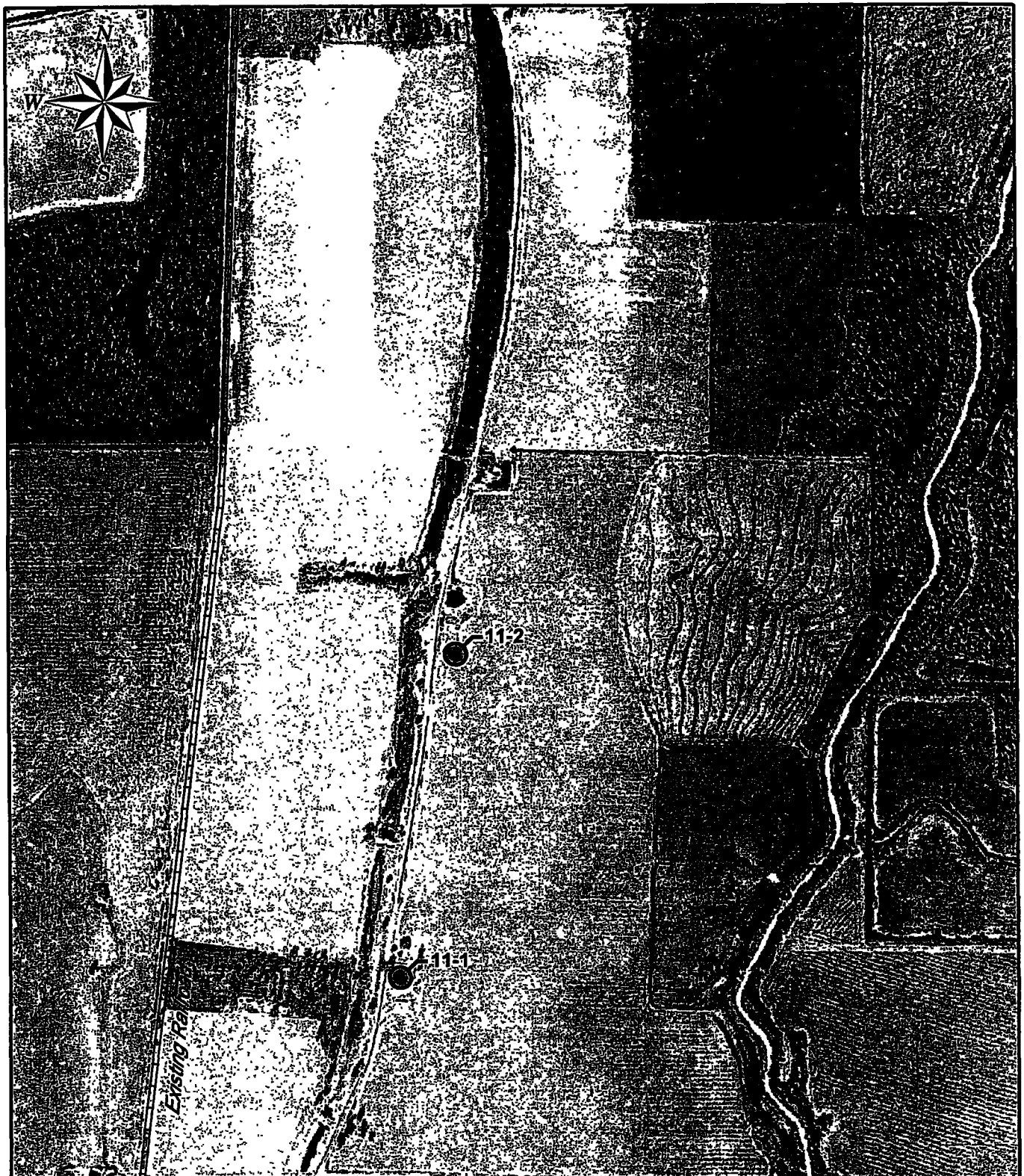












Legend

- Alternative 1
- Alternative 2
- Alternative 3
- At Grade Crossing (Alternative Color)
- Proposed Bridge (Alternative Color)
- Right of Way Boundary (Alternative Color)
- Noise Receptor Location

Yellow Bend Rail Corridor Study

**Figure 3
Noise Receptor
Locations**

Sheet 11 of 11

Baker

Scale in Feet

THEORY OF THE EARTH

THEORY OF THE EARTH

LETTERS TO AGENCIES

June 1, 2007

Scott Henderson
Arkansas Game and Fish Commission
2 Natural Resources Drive
Little Rock, AR 72205

RE: Yellow Bend Rail Connector Project
Chicot and Desha Counties
Request for Data and Participation

Dear Mr. Henderson:

The Chicot Desha Metropolitan Port Authority (Authority), in cooperation with the Arkansas Highway and Transportation Department (AHTD) and the Federal highway Administration (FHWA), has retained Michael Baker Jr., Inc. (Baker) to conduct a comprehensive environmental and location study for a railroad connector to the Port of Yellow Bend (*see attached Study Area map*). We are requesting information from your office concerning the identification and occurrence of state and federal threatened and endangered plant and animal species within the project area as shown on the attached map. We would appreciate your response by June 24, 2005 to help us maintain our project schedule.

As part of this study, Baker will be investigating the environmental, socioeconomic, and engineering issues related to the development of the proposed highway facility. An agency coordination meeting to discuss the project and the study process is scheduled for 1:30pm June 20 in the Central Office Annex Training Room 110, at AHTD 10324, Interstate 30, Little Rock. Your participation will insure the production of a comprehensive environmental document.

If you have any questions regarding this request, please contact me at (601) 933-6229. Thank you for your time and assistance in this matter.

Sincerely yours,

MICHAEL BAKER JR., INC.



Bill McAbee
Project Manager

Attachment

cc: Kenny Gober – Port Authority
John Harris – AHTD
Randall Looney - FHWA



YELLOW BEND PORT RAIL CONNECTOR PROJECT STUDY AREA MAP

June 1, 2007

Mark Sattelburg
U.S. Department of the Interior
Fish and Wildlife Service
1500 Museum Road, Suite 105
Conway, AR 72032

RE: Yellow Bend Rail Connector Project
Chicot and Desha Counties
Request for Data and Participation

Dear Mr. Sattelburg:

The Chicot Desha Metropolitan Port Authority (Authority), in cooperation with the Arkansas Highway and Transportation Department (AHTD) and the Federal Highway Administration (FHWA), has retained Michael Baker Jr., Inc. (Baker) to conduct a comprehensive environmental and location study for a railroad connector to the Port of Yellow Bend (*see attached Study Area map*). We are requesting information from your office concerning the identification and occurrence of state and federal threatened and endangered plant and animal species within the project area as shown on the attached map. We would appreciate your response by June 24, 2007 to help us maintain our project schedule.

As part of this study, Baker will be investigating the environmental, socioeconomic, and engineering issues related to the development of the proposed highway facility. An agency scoping meeting to discuss the project and the study process is scheduled for 1:30pm June 20 in the Central Office Annex Training Room 110, at AHTD 10324 Interstate 30, Little Rock. Your participation is encouraged will insure the production of a comprehensive environmental document.

If you have any questions regarding this request, please contact me at (601) 933-6229. Thank you for your time and assistance in this matter.

Sincerely yours,

MICHAEL BAKER JR., INC.



Bill McAbee
Project Manager

Attachment

cc: John Harris - AHTD
Kenny Gober - Authority
Randall Looney - FHWA

June 1, 2007

Mr. David Gillison
P.O. Box 669
Lake Village, AR 71651

RE: Yellow Bend Rail Connector Project
Chicot and Desha Counties
LOCAL OFFICIALS SCOPING MEETING

Dear : Mr. Gillison

The Chicot Desha Metropolitan Port Authority (Authority), in cooperation with the Arkansas State Highway and Transportation Department (AHTD) has retained Michael Baker Jr., Inc. to hold a Public Officials Meeting to provide information on and solicit comments on the Yellow Bend Rail Connector Project. The purpose of this study is to determine the location of a freight rail connector to the Port of Yellow Bend. The study area is generally located between McGehee and the Port of Yellow Bend (*see attached map*).

The meeting will be held at 1:00p.m. on June 21, at the McGehee Municipal Complex, 901 Holly Street (Highway 278 West). You are invited and encouraged to attend this meeting concerning the project.

A Public Involvement Meeting will be held for the subject project on June 21, 2007 from 4:00p.m. to 7:00p.m. at the McGehee Municipal Complex, 901 Holly Street (Highway 278 West). This "open house" meeting is for interested citizens to view displays, ask questions, and offer comments about this proposed project.

If you have any questions regarding this request, please contact me at (601) 933-6229. Thank you for your time and we look forward to meeting with you and your continued involvement in the Yellow Bend Rail Connector Project.

Sincerely yours,

MICHAEL BAKER JR., INC.



Bill McAbee
Project Manager

Attachment

cc: John Harris – AHTD
Kenny Gober – Authority
Randall Looney - FHWA

June 1, 2007

Karen Smith, Director
Arkansas Natural Heritage Commission
1500 Tower Building
323 Center Street
Little Rock, AR 72201

ATTN: Karen Smith

RE: Yellow Bend Rail Connector Project
Chicot and Desha Counties
Request for Data and Participation

Dear Ms. Smith:

The Chicot Desha Metropolitan Port Authority (Authority), in cooperation with the Arkansas Highway and Transportation Department (AHTD) and the Federal highway Administration (FHWA), has retained Michael Baker Jr., Inc. (Baker) to conduct a comprehensive environmental and location study for a railroad connector to the Port of Yellow Bend (*see attached Study Area map*). We are requesting information from your office concerning the identification and occurrence of state and federal threatened and endangered plant and animal species habitats within the project area as shown on the attached map. We would appreciate your response by June 24, 2007 to help us maintain our project schedule.

As part of this study, Baker will be investigating the environmental, socioeconomic, and engineering issues related to the development of the proposed highway facility. An agency coordination meeting to discuss the project and the study process is scheduled for 1:30pm June 20 in the Central Office Annex Training Room 110, at AHTD 10324 Interstate 30, Little Rock. Your participation will insure the production of a comprehensive environmental document.

If you have any questions regarding this request, please contact me at (601) 933-6229. Thank you for your time and assistance in this matter.

Sincerely yours,

MICHAEL BAKER JR., INC.



Bill McAbee
Project Manager

Attachment

cc: Kenny Gober – Port Authority
John Harris – AHTD
Randall Looney - FHWA

June 1, 2007

Mr. Michael Jansky
Office of Planning and Coordination
U.S. Environmental Protection Agency – Region 6
Allied Bank Tower
1445 Ross Avenue
Dallas, Texas 75202

RE: Yellow Bend Rail Connector Project
Chicot and Desha Counties
Request for Data and Participation

Dear Mr. Howard,

The Chicot Desha Metropolitan Port Authority (Authority), in cooperation with the Arkansas Highway and Transportation Department (AHTD) and the Federal highway Administration (FHWA), has retained Michael Baker Jr., Inc. (Baker) to conduct a comprehensive environmental and location study for a railroad connector to the Port of Yellow Bend (*see attached Study Area map*). We are requesting information from your office concerning the identification and occurrence of principle or sole source aquifers within the project area as shown on the attached map. We would appreciate your response by June 24, 2007 to help us maintain our project schedule.

As part of this study, Baker will be investigating the environmental, socioeconomic, and engineering issues related to the development of the proposed highway facility. An agency coordination meeting to discuss the project and the study process is scheduled for 1:30pm June 20 in the Central Office Annex Training Room 110, at AHTD 10324 Interstate 30, Little Rock. Your participation will insure the production of a comprehensive environmental document.

If you have any questions regarding this request, please contact me at (601) 933-6229. Thank you for your time and assistance in this matter.

Sincerely yours,

MICHAEL BAKER JR., INC.



Bill McAbee
Project Manager

Attachment

cc: Kenny Gober – Port Authority
John Harris – AHTD
Randall Looney - FHWA

June 1, 2007

J. Michael Howard
Arkansas Geological Commission
3815 West Roosevelt Road
Little Rock, AR 72204

RE: Yellow Bend Rail Connector Project
Chicot and Desha Counties
Request for Data and Participation

Dear Mr. Howard,

The Chicot Desha Metropolitan Port Authority (Authority), in cooperation with the Arkansas Highway and Transportation Department (AHTD) and the Federal highway Administration (FHWA), has retained Michael Baker Jr., Inc. (Baker) to conduct a comprehensive environmental and location study for a railroad connector to the Port of Yellow Bend (*see attached Study Area map*). We are requesting information from your office concerning the identification and occurrence of oil and gas wells within the project area as shown on the attached map. We would appreciate your response by June 24, 2007 to help us maintain our project schedule.

As part of this study, Baker will be investigating the environmental, socioeconomic, and engineering issues related to the development of the proposed highway facility. An agency coordination meeting to discuss the project and the study process is scheduled for 1:30pm June 20 in the Central Office Annex Training Room 110, at AHTD 10324 Interstate 30, Little Rock. Your participation will insure the production of a comprehensive environmental document.

If you have any questions regarding this request, please contact me at (601) 933-6229. Thank you for your time and assistance in this matter.

Sincerely yours,

MICHAEL BAKER JR., INC.



Bill McAbee
Project Manager

Attachment

cc: Kenny Gober – Port Authority
John Harris – AHTD
Randall Looney - FHWA

June 1, 2007

George McCluskey
Arkansas Historic Preservation Program
1500 Tower Building
323 Center Street
Little Rock, AR 72201

Attention: George McCluskey

RE: Yellow Bend Rail Connector Project
Chicot and Desha Counties
Request for Data and Participation

Dear Mr. McCluskey,

The Chicot Desha Metropolitan Port Authority (Authority), in cooperation with the Arkansas Highway and Transportation Department (AHTD) and the Federal highway Administration (FHWA), has retained Michael Baker Jr., Inc. (Baker) to conduct a comprehensive environmental and location study for a railroad connector to the Port of Yellow Bend (*see attached Study Area map*). We are requesting information from your office concerning the identification and occurrence of historic structures within the project area as shown on the attached map. We would appreciate your response by June 24, 2007 to help us maintain our project schedule.

As part of this study, Baker will be investigating the environmental, socioeconomic, and engineering issues related to the development of the proposed highway facility. An agency coordination meeting to discuss the project and the study process is scheduled for 1:30pm June 20 in the Central Office Annex Training Room 110, at AHTD 10324 Interstate 30, Little Rock. Your participation will insure the production of a comprehensive environmental document.

If you have any questions regarding this request, please contact me at (601) 933-6229. Thank you for your time and assistance in this matter.

Sincerely yours,

MICHAEL BAKER JR., INC.

A handwritten signature in black ink that reads "Bill McAbee". The signature is written in a cursive, flowing style. The first name "Bill" is written in a larger, more prominent script, and "McAbee" follows in a similar but slightly smaller script. The signature is positioned above the typed name and title.

Bill McAbee
Project Manager

Attachment

cc: Kenny Gober – Port Authority
John Harris – AHTD
Randall Looney - FHWA

June 1, 2007

Ann M. Early – State Archeologist
Arkansas Archaeological Survey
2475 North Hatch Avenue
Fayetteville, AR 72704

RE: Yellow Bend Rail Connector Project
Chicot and Desha Counties
Request for Data and Participation

Dear Ms. Early,

The Chicot Desha Metropolitan Port Authority (Authority), in cooperation with the Arkansas Highway and Transportation Department (AHTD) and the Federal highway Administration (FHWA), has retained Michael Baker Jr., Inc. (Baker) to conduct a comprehensive environmental and location study for a railroad connector to the Port of Yellow Bend (*see attached Study Area map*). We are requesting information from your office concerning the identification and occurrence of cultural resource sites within the project area as shown on the attached map. We would appreciate your response by June 24, 2007 to help us maintain our project schedule.

As part of this study, Baker will be investigating the environmental, socioeconomic, and engineering issues related to the development of the proposed highway facility. An agency coordination meeting to discuss the project and the study process is scheduled for 1:30pm June 20 in the Central Office Annex Training Room 110, at AHTD 10324 Interstate 30, Little Rock. Your participation will insure the production of a comprehensive environmental document.

If you have any questions regarding this request, please contact me at (601) 933-6229. Thank you for your time and assistance in this matter.

Sincerely yours,

MICHAEL BAKER JR., INC.



Bill McAbee
Project Manager

Attachment

cc: Kenny Gober – Port Authority
John Harris – AHTD
Randal Looney – FHWA

June 1, 2007

Mr. Daniel Smith
Arkansas Department of Health
Division of Engineering
4815 West Markham
Little Rock, AR 72205

RE: Yellow Bend Rail Connector Project
Chicot and Desha Counties
Request for Data and Participation

Dear Mr. Smith:

The Chicot Desha Metropolitan Port Authority (Authority), in cooperation with the Arkansas Highway and Transportation Department (AHTD) and the Federal highway Administration (FHWA), has retained Michael Baker Jr., Inc. (Baker) to conduct a comprehensive environmental and location study for a railroad connector to the Port of Yellow Bend (*see attached Study Area map*). We are requesting information from your office concerning the identification and occurrence of well head protection areas within the project area as shown on the attached map. We would appreciate your response by June 24, 2007 to help us maintain our project schedule.

As part of this study, Baker will be investigating the environmental, socioeconomic, and engineering issues related to the development of the proposed highway facility. An agency coordination meeting to discuss the project and the study process is scheduled for 1:30pm June 20 in the Central Office Annex Training Room 110, at AHTD 10324 Interstate 30, Little Rock. Your participation will insure the production of a comprehensive environmental document.

If you have any questions regarding this request, please contact me at (601) 933-6229. Thank you for your time and assistance in this matter.

Sincerely yours,

MICHAEL BAKER JR., INC.



Bill McAbee
Project Manager

Attachment

cc: Kenny Gober – Port Authority
John Harris – AHTD
Randal Looney – FHWA

RESPONSE LETTERS



ARKANSAS
Department of Environmental Quality

June 15, 2007

Bill McAbee, Project Manager
Michael Baker Jr., Incorporated
2925 Layfair Drive
Jackson, Mississippi 39232

RE: Request for Data and Participation
Yellow Bend Rail Connector Project, Desha and Chicot Counties

Dear Mr. McAbee:

The Arkansas Department of Environmental Quality received your request for information submitted in the referenced project. The Water Division encourages contractors to become familiar with Regulation No. 2, at the web address below.

The Air Division identified one major source of air emissions (attached).

The Regulated Storage Tank Division requires any tank system installed to be in compliance with AR Pollution Control and Ecology Commission Regulation 12. More information is available at www.adeq.state.ar.us. Further information may be obtained on any of the RST facilities by accessing the RST Storage Tank Data Files at the ADEQ Web Site. The info in the RST Data Files includes the number of tanks, nature of the petroleum product, whether above ground (AST) or under ground tank (UST), capacity of each tank, tank material of construction, etc. Access to the RST Storage Tank Data Files is as follows: Go to the ADEQ Home Page > click "Divisions/Sections" (top of page) > click "Storage Tank Data Files" (beneath "Regulated Storage Tank [RST]") > click "Facility Information Searches" (beneath "RST Data Files") > then enter the Facility ID number for any facility that additional info is sought about.

Thank you for the opportunity to participate.

Sincerely,

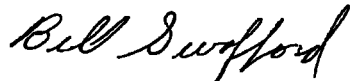
A handwritten signature in black ink, appearing to read "Nathaniel P. Nehus".

Nathaniel P. Nehus
Chief Ecologist

June 12, 2007

Environmental Assessment
Railroad Connector to the
Port of Yellow Bend

The only comment from the Air Division concerns a major source of air emissions located in the Northeast corner of the study area. Potlatch Corporation operates a kraft paper mill at Cypress Bend, coordinates N33° 42' 24", W91° 14' 19". The construction of a railroad connector to the Port of Yellow Bend will not have any measurable environmental impact on the area.



Bill Swafford, P. E.
Engineer

6/14/2007

Yellow Bend Rail Connector Project - RST Sites in Proximity

RST Facility			RST Facility			
Number	RST Facility Name		Address		City	Zip
21000000	Larry Rail Distributing Co.		900 N. 1st Street		McGehee	71654
21000001	AHTD McGehee HQ		9054 Hwy 65 N		McGehee	71665
21000004	McGehee Service Center		Ash Street		McGehee	71654
21000008	B-B-F Oil Company #8		First & Holly		McGehee	71654
21000018	Jr. Food Mart #164		101 Crooked Bayou		McGehee	71654
21000019	Jr. Food Mart #142		212 N. 2nd		McGehee	71654
21000021	Millerd's Groc.		604 Sprague		Arkansas City	71630
21000022	White Groc.		Hwy 4 N		McGehee	71654
21000024	Desha County Sheriff Dept.		P. O. Box 417		Arkansas City	71630
21000025	Arkansas Farm		Route 1, Box 146		Halley	71638
21000040	Federal Compress & Warehouse		Alabama Street		McGehee	71654
21000041	Great Rivers Vo Tech		P. O. Box 747		McGehee	71654
21000042	Crackerbox #9		901 S. First St.		McGehee	71654
21000044	Holsum Sunbeam Warehouse		602 S. First St.		McGehee	71654
21000058	Lucky Chevrolet Co.		Hwy 65		McGehee	71654
21000056	Jr. Food Mart		U. S. Hwy65 S.		McGehee	71654
21000057	King's Chevron		301 N. First		McGehee	71654
21000065	Vardaman's Groc.		Ark Hwy #1 N		McGehee	71654
21000069	Pittman-Witherington Oil Co.		1604 Old Tiller Hwy		McGehee	71654
21000070	McGehee Airport		Airport Road		McGehee	71654
21000071	Powell's Coastal #2		603 N. Main		McGehee	71654
21000072	Alonzo Gulf		Hwy 65 & State Hwy 4		McGehee	71654
21000074	Lucky Chev. Co.		Hwy 65 S.		McGehee	71654
21000081	SW Bell Telephone		Hwy 4 W & Holly St.		McGehee	71654
21000082	Fishchers Groc.		205 Hwy 1 N		McGehee	71654
21000083	McGehee Texaco		Hwy 165		McGehee	71654
21000090	Farmer's Butane & Supply Co.		2907 Hwy 65 N		McGehee	71654
21000092	J. A. Riggs Tractor Co.		Hwy 65 S/P. O. Box 411		McGehee	71654
21001501	Cash & Sons McGehee Bulk Plant		601 Hwy 65 N		McGehee	71654
21001510	Pottlatch Forest Products Corp.		5082 Hwy 4 N		Arkansas City	71630
21001605	McGehee Bus Garage		612 Seamans St.		McGehee	71654
21001611	Jolly Roger		210 N Main St.		McGehee	71654
21001614	Welk & Son Oil & Tire		6711 Hwy 65 N		McGehee	71654
21001619	Riceland Foods		302 Hwy 65 N		McGehee	71654
21001621	Quik Chek Food Mart		100 Hwy 65 N		McGehee	71654
21001623	Ag Bio Energy, LLC		5093 Hwy 4 E		Arkansas City	71630



The Department of
**Arkansas
Heritage**

Mike Beebe
Governor

Cathie Matthews
Director

Arkansas Arts Council

Arkansas Natural Heritage
Commission

Delta Cultural Center

Historic Arkansas Museum

Mosaic Templars
Cultural Center

Old State House Museum



Arkansas Historic
Preservation Program

1500 Tower Building
323 Center Street
Little Rock, AR 72201
(501) 324-9880
fax: (501) 324-9184
tdd: (501) 324-9811

e-mail:

info@arkansaspreservation.org

website:

www.arkansaspreservation.com

An Equal Opportunity Employer

June 15, 2007

Mr. Bill McAbee
Project Manager
Michael Baker Jr., Inc.
2925 Layfair Drive
Jackson, Mississippi 39232

RE: Desha County - General
Section 106 Review - FHWA
Railroad Connector to the Port of Yellow Bend
AHPP Tracking No: 63457

Dear Mr. McAbee:

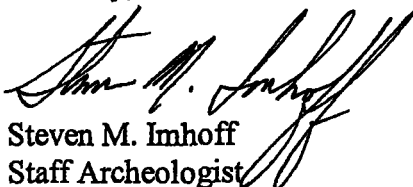
This letter is written in response to your inquiry regarding properties of architectural, historical, or archeological significance in the area of the referenced project.

For the Arkansas Historic Preservation Program to complete its review of the proposed project, we will need the additional information checked below:

- ☒ A 1:24,000 scale USGS topographic map clearly delineating the project boundary.
- ☐ A project description detailing all aspects of the proposed project
- ☐ The location, age and photographs of structures to be renovated, removed, demolished, or abandoned as a result of this project.
- ☐ Photographs of any structures on property directly adjacent to the project area.

Once we have received the above information, we will complete our review as expeditiously as possible. If you have any questions, please contact me at (501) 324-9880.

Sincerely,


Steven M. Imhoff
Staff Archeologist

Keith Garrison, Executive Director
Phone: 501-682-1173
Fax: 501-682-1196
Email: waterway@mail.state.ar.us
Website: www.waterways.dina.org



Commissioners:
Paul Latture, Arkansas River
James C. Frazier, Mississippi River
Travis Justice, At Large
Gay Lacy, White River
Donald Banks, Ouachita River
Gary Reynolds, At Large
William Varner, Red River

Arkansas Waterways Commission

101 E. Capitol Avenue, Suite 370
Little Rock, Arkansas 72201

June 29, 2007

Bill McAbee
Project Manager
Yellow Bend Rail Connector Project
Michael Baker, Inc.
2925 Layfair Dr.
Jackson, MS 39232

Greetings:

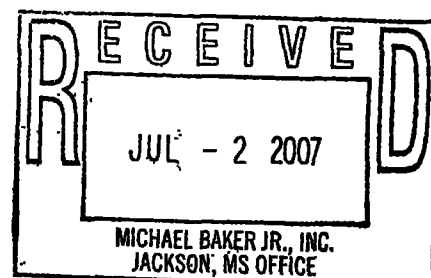
The Arkansas Waterways Commission favors the construction of the proposed railroad connector for the Port of Yellow Bend, Arkansas. At this point in the study it appears certain to us that there are no insurmountable environmental, economic or cultural obstacles to its construction.

The economies of scale inherent the transfer of cargo from river barge to rail car and vice-versa will attract new business to the Port of Yellow bend, ultimately resulting in increased economic activity and employment in the area. The economy of scale is the result of the capability of a single river barge to hold the contents of approximately 15 rail cars. Approximately 60 tractor-trailers are required to transport the cargo of just one river barge.

Compared to the traffic congestion, noise, wear-and-tear on public roads, pollution, and cost inefficiencies inherent in over-the-road trucks, the barge-to-rail interface is the highly desirable alternative and in many cases the only economically feasible means of transport.

In addition to the positive social and economic impacts, river barges and railroad trains use far less fuel per ton-mile than over-the-road trucks, thus reducing the production of greenhouse gasses and particulate emissions into the atmosphere.

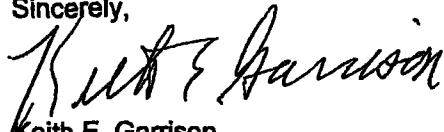
River-to-rail access for this part of Arkansas will open doors to economic opportunity heretofore closed. The Mississippi Delta region of south Arkansas is one of the most economically deprived areas of the nation, in part because of lack of entrepreneurial investment and proactive, forward-looking development of infrastructure. The Yellow Bend rail link will help to remedy this situation.



The mission of the Arkansas Waterways Commission is to develop, promote, and protect the commercially navigable waterways of Arkansas for waterborne transportation and economic development for the welfare of the people of Arkansas.

The Arkansas Waterways Commission is participating in this project's feasibility and environmental study and is encouraged by the minimal environmental impact of the construction and the positive environmental aspects of using more eco-friendly barge-to-rail transport.

Sincerely,

A handwritten signature in black ink, appearing to read "Keith E. Garrison". The signature is fluid and cursive, with the first name "Keith" being more prominent.

Keith E. Garrison
Executive Director

Cc: Cliff McKinney, Arkansas Highways and Transportation Department
Kenny Gober, Yellow Bend Port Authority
Fred Denton, Yellow Bend Port Authority
Arkansas Waterways Commissioners

United States Department of Agriculture



Natural Resources Conservation Service
Room 3416, Federal Building
700 West Capitol Avenue
Little Rock, Arkansas 72201-3225

JUN 21 2007

File Code: 190

Bill McAbee
Project Manager
Michael Baker Jr., Inc.
2925 Layfair Drive
Jackson, Mississippi 39232

Mr. McAbee:

This letter is in response to your request for information regarding the proposed Yellow Bend Port Rail Connector Project Study Area in Desha, County, Arkansas. There is Prime Farmland in the area and also potential hydric soils. Enclosed are some maps which show these areas. Shapefiles can be provided of this area.

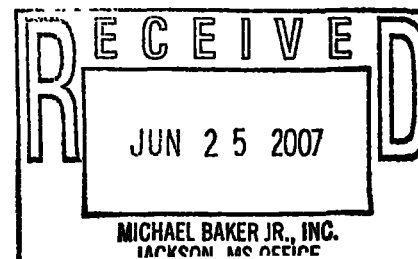
Should you have any questions or need additional information, please call me at (501) 301-3172 or email at edgar.mersiovsky@ar.usda.gov.

Sincerely,

A handwritten signature in cursive script, reading "Edgar P. Mersiovsky".

EDGAR P. MERSIOVSKY
Assistant State Soil Scientist

E n c l o s u r e



Farmland Classification in the
Yellow Bed Bend Port Rail Connector
Project Study, Desha County, Arkansas



1 0.5 0 1 2 3 4
Miles

1:197,924

Farmland Classification

(NAN, <)

Not prime farmland

All areas are prime farmland

Prime farmland if drained

Prime farmland if protected from flooding or not frequently flooded during the growing season

ANIRCC



Potential Hydric Soil Rating in the
Yellow Bed Bend Port Rail Connector
Project Study, Desha County, Arkansas








1 0.5 0 1 2 3 4 Miles

1:197,924

Map Unit Hydric Rating

{AP, <}

-  All Hydric
-  Partially Hydric
-  Not Hydric
-  Unknown Hydric
-  Not rated or not available

 NRCS





United States Department of the Interior

U.S. GEOLOGICAL SURVEY
Arkansas Water Science Center
401 Hardin Road
Little Rock, Arkansas 72211

June 15, 2007


Mr. Bill McAbee
Michael Baker Jr., Inc.
2925 Layfair Drive
Jackson, Mississippi 39232

Dear Mr. McAbee:

Thank you for your recent request for the U.S. Geological Survey (USGS) to provide you with input concerning the comprehensive environmental and location study of the railroad connector to the Port of Yellow Bend project. We reviewed this location and found that no USGS streamflow gaging stations will be affected by the project.

Thank you again for your interest in the opinion of the USGS. If you need any hydrologic data for the study area, please feel free to contact Jaysson Funkhouser at (501) 228-3663.

Sincerely,



John E. Terry
Director

JEF:rkc



Arkansas Department of Health and Human Services



Division of Health

Paul K. Halverson, DrPH, Director

Engineering Section – Environmental Health Branch – Center for Local Public Health

Postal Address	P. O. Box 1437, Slot H-37	Little Rock, AR 72203-1437	1-501-661-2623	TDD: 1-800-234-4399
Physical Address for UPS or Fedex	4815 West Markham St., Slot H-37	Little Rock, AR 72205	Fax: 1-501-661-2032	

June 12, 2007

Mr. Anthony Miller
Environmental Associate
Michael Baker Jr., Inc.
2925 Layfair Drive
Jackson, MS 39232-9507

Dear Mr. Miller:

Please find enclosed a map depicting the Wellhead Protection Areas located within the Yellow Bend Rail Connector Project study area as requested. The WHPA located in the southeast corner is for Dermott Waterworks Well #4 Yellow Bend Port and the WHPAs located in the northeast corner are for Potlatch Corporation wells #1, #2, and #4.

Also as discussed this information is to be provided only to those specified: AHTD, FHWA, Yellow Bend Prot Authority, pertinent State Senators and Representatives, and pertinent local officials.

If you have any additional questions or require any additional information please feel free to contact me.

Sincerely,

Dan Smith
Geology Supervisor
Wellhead Protection Program Coordinator
Division of Engineering

Enclosures: 1
LG:DS:ds



J. Randy Young, P.E.
Executive Director

Arkansas Natural Resources Commission

101 East Capitol Avenue, Suite 350
Little Rock, Arkansas 72201
<http://www.anrc.arkansas.gov/>

Phone: (501) 682-1611
Fax: (501) 682-3991
E-mail: anrc@arkansas.gov



Mike Beebe
Governor

June 22, 2007

Bill McAbee, Project Manager
Michael Baker Jr., Inc.
2925 Layfair Drive
Jackson, Mississippi 39232

Re: Yellow Bend Rail Connector Project
Chicot and Desha Counties, Arkansas

Dear Mr. McAbee:

Thank you for the opportunity to comment on the proposed Yellow Bend Rail Connector Project in Chicot and Desha Counties, Arkansas. A comprehensive environmental and location study for a railroad connector to the Port of Yellow Bend is being undertaken by Michael Baker Jr., Inc. (Baker). As part of this study, Baker will be investigating the environmental, socioeconomic, and engineering issues related to the development of the proposed highway facility.

My staff has reviewed the project and recommends that the mitigation process (avoid, minimize, compensate) be implemented regarding any potential impacts to streams, wetlands, or floodplains during the production of the comprehensive environmental and location study for the railroad connector and the investigation of the environmental, socioeconomic, and engineering issues related to the proposed highway facility.

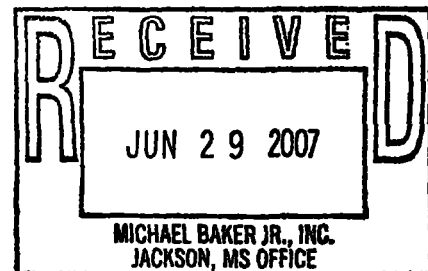
Additionally, I recommend that the most current best management practices (BMPs) be incorporated into the study and considered during the investigation. These efforts will aid in maintaining regional water quality in regard to erosion, sedimentation, and deposition.

If you need further assistance, please contact Kenneth Colbert of my staff at 501-682-1608.

Sincerely,

J. Randy Young, P.E.
Executive Director

JRY/kc





STATE OF ARKANSAS
MIKE BEEBE
GOVERNOR

June 19, 2007

Bill McAbee, Project Manager
Michael Baker Jr., Inc.
2925 Layfair Drive
Jackson, Mississippi 39232

Dear Mr. McAbee:

Thank you for inviting Governor Beebe to attend the meeting for the Yellow Bend Rail Connector Project to be held in McGhee on June 21, 2007. Unfortunately, due to previous commitments, he will be unable to attend.

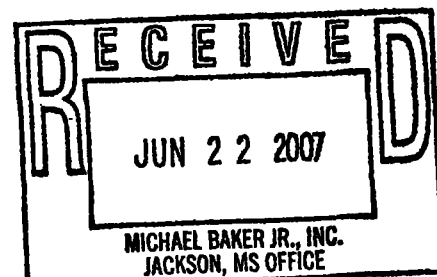
We appreciate your kind invitation and hope that you will include the Governor in future events when his schedule might be more accommodating. Best wishes for a successful event.

Very truly yours,

A handwritten signature in black ink, appearing to read "Bart Handford", with a long, sweeping horizontal line extending to the right.

Bart Handford,
Director of Scheduling

BH:jd1



DIRECTORS

CECIL E. SIMPSON, Rohwer, Arkansas
ALEX PIERONI, Lake Village, Arkansas
DR. JACK BURGE, Lake Village, Arkansas

DIRECTORS

ALVIN MEYER JR., Eudora, Arkansas
KEN SHEA, Dumas, Arkansas
EMETT JOHNSON, JR., McGehee, Arkansas

Southeast Arkansas Levee District

CECIL E. SIMPSON, President
Rohwer, Arkansas

BILL BOWMAN, Secretary
McGehee, Arkansas

DAVID F. GILLISON, JR., Attorney
P.O. Box 669
107 North Court Street
Lake Village, Arkansas 71653
Phone # 870-265-2235
Fax # 870-265-5668

August 8, 2007

Michael Baker Jr., Inc.
2925 Layfair Drive
Jackson, MS 39232-9507

Attention: Mr. Bill McAbee

Re: Southeast Arkansas Levee District

Dear Bill:

The Commissioners of the Southeast Arkansas Levee District pursuant to your discussion this morning concerning the possibility of placing a railroad line between Potlatch Corporation and Yellow Bend Port on the berm of the Mainline Mississippi River Levee requested that I respond to your request. The Commissioners while not entirely against this proposal do not believe that this is a viable possibility, due to the type of easements we have in place, the operation and maintenance challenges that may result from dividing the berm into two sections, drainage issues and weight issues that would have to be identified and addressed and the possibility that there could not be any traffic during periods of high water which we experience every year. All of these matters are of serious concern to the board, especially in light of new regulations we are facing from the Corps because of new FEMA regulations resulting from the Katrina flooding.

We appreciate your coming up to Lake Village for the meeting and we will consider any other matters that you might want to talk with us about relative to this matter.

Yours very truly,

SOUTHEAST ARKANSAS LEVEE DISTRICT

By David F. Gillison, Jr.

David F. Gillison, Jr.

Attorney for District

P. O. Box 669

Lake Village, AR 71653

DFG:dr

enc.

Cc. Mr. Alvin R. Meyer, Jr.



IN REPLY REFER TO:

United States Department of the Interior

FISH AND WILDLIFE SERVICE

110 South Amity Road, Suite 300
Conway, Arkansas 72032
Tel.: 501/513-4470 Fax: 501/513-4480

June 21, 2007

Mr. Bill McAbee
Project Manager
Michael Baker Jr., Inc.
2925 Layfair Drive
Jackson, MS 39232

Subject: Yellow Bend Rail Connector Project, Chicot and Desha Counties, Arkansas

Dear Mr. McAbee:

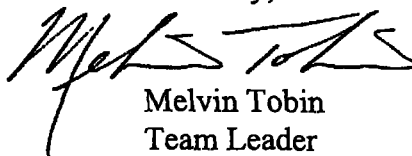
This responds to your request dated June 1, 2007 soliciting U.S. Fish and Wildlife Service (Service) comments on the above referenced project. Our comments are submitted in accordance with Section 7 of the Endangered Species Act (ESA) of 1973, as amended, (16 U.S.C. 1531 et seq.).

A review of the project area near Arkansas City revealed that three federally listed threatened or endangered species occur in the project vicinity. A small portion of the project study area extends into the southern boundary of old growth Mississippi River bottomland hardwood forests suspected to support the Ivory-billed Woodpecker (*Campephilus principalis*) and is within two miles of a known Bald Eagle (*Haliaeetus leucocephalus*) nesting site. In addition, the Interior Least Tern (*Sterna antillarum*) is known to inhabit sand bars along the Mississippi River within the project study area.

Service personnel attended an interagency meeting concerning the Yellow Bend Railroad Connector project on June 20, 2007. Based on preliminary conceptual designs, it is unlikely that the project will have adverse impacts to any of the aforementioned species. However, since the project is still within the early development phase, the Service will offer additional comments during the Environmental Assessment review process to further avoid and minimize impacts to fish and wildlife resources. Wildlife field surveys may be requested by the Service to ensure that listed species are not affected by the project.

Thank you for allowing our agency the opportunity to comment on the proposed project. For future correspondence on this matter, please contact Mitch Wine of this office at (501) 513-4488.

Sincerely,

A handwritten signature in black ink, appearing to read 'Melvin Tobin', with a stylized flourish at the end.

Melvin Tobin
Team Leader

cc:

Randal Looney, FHWA

John Harris, AHTD

Bob Leonard, AGFC

Cindy Osborne, ANHC

Wanda Boyd, EPA

THEORY OF THE EARTH

THEORY OF THE
EARTH
THEORY OF THE
EARTH



U.S. Department
of Transportation
**Federal Highway
Administration**
Arkansas Division

700 West Capitol Avenue
Room 3130
Little Rock, AR 72201-3298

May 30, 2007

Refer To:
Yellow Bend Rail Connector Project
Chicot and Desha Counties

Federal Job
DTOS59-06-G-0036

Mr. John Berrey
Tribal Chairman
Quapaw Tribe of Oklahoma
P. O. Box 765
Quapaw, Oklahoma

Dear Mr. Berrey:

This letter is written in order to initiate consultation between the Federal Highway Administration, Arkansas Division Office and the Quapaw Tribe regarding a federal-aid highway project that may potentially affect ancestral lands or properties that may be of religious or cultural significance to the Quapaw Tribe.

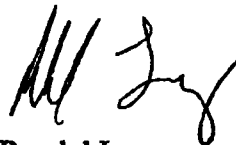
The Chicot Desha Metropolitan Port Authority (Authority), in cooperation with the Arkansas State Highway and Transportation Department (AHTD) has retained Michael Baker Jr., Inc. to complete a location/environmental study for the Yellow Bend Rail Connector Project. The purpose of this study is to determine the location of a freight rail connector to the Port of Yellow Bend. The study area is generally located between McGehee and the Port of Yellow Bend (*see attached map*).

In an effort to determine the existence of archeological sites within the proposed project area, the Authority is planning to conduct a cultural resources survey of the project area. In the event that potentially significant archeological sites are found, further consultation will be conducted with the Tribe. If no potentially significant sites are found, then it is proposed that project activities be allowed to continue.



Please review this information and notify us of any constraints or concerns that you may have regarding this undertaking. We would greatly appreciate your input regarding not only this project but also sites or properties in the immediate area that might be of cultural or religious significance to your Tribe. If you have any questions or need additional information, please contact me at (501) 324-6430. Should we not hear from you within a period of thirty (30) days, we will proceed with project planning.

Sincerely,



Randal Looney
Environmental Specialist





U.S. Department
of Transportation
**Federal Highway
Administration**
Arkansas Division

700 West Capitol Avenue
Room 3130
Little Rock, AR 72201-3298

May 30, 2007

Refer To:
Yellow Bend Rail Connector Project
Chicot and Desha Counties

Federal Job
DTOS59-06-G-0036

Mr. Earl Barbry, Sr.
Tribal Chairman
Tunica-Biloxi Indians of Louisiana, Inc.
P.O. Box 1589
Marksville, LA 71351

Dear Mr. Barbry:

This letter is written in order to initiate consultation between the Federal Highway Administration, Arkansas Division Office and the Tunica Tribe regarding a federal-aid highway project that may potentially affect ancestral lands or properties that may be of religious or cultural significance to the Tunica Tribe.

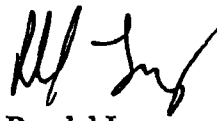
The Chicot Desha Metropolitan Port Authority (Authority), in cooperation with the Arkansas State Highway and Transportation Department (AHTD) has retained Michael Baker Jr., Inc. to complete a location/environmental study for the Yellow Bend Rail Connector Project. The purpose of this study is to determine the location of a freight rail connector to the Port of Yellow Bend. The study area is generally located between McGehee and the Port of Yellow Bend (*see attached map*).

In an effort to determine the existence of archeological sites within the proposed project area, the Authority is planning to conduct a cultural resources survey of the project area. In the event that potentially significant archeological sites are found, further consultation will be conducted with the Tribe. If no potentially significant sites are found, then it is proposed that project activities be allowed to continue.



Please review this information and notify us of any constraints or concerns that you may have regarding this undertaking. We would greatly appreciate your input regarding not only this project but also sites or properties in the immediate area that might be of cultural or religious significance to your Tribe. If you have any questions or need additional information, please contact me at (501) 324-6430. Should we not hear from you within a period of thirty (30) days, we will proceed with project planning.

Sincerely,



Randal Looney
Environmental Specialist





YELLOW BEND PORT RAIL CONNECTOR PROJECT STUDY AREA MAP

THEORY OF THE EARTH

THEORY OF THE EARTH

NOTICE OF PUBLIC MEETING

The Chicot Desha Metropolitan
Port Authority (Authority), in
cooperation with the Arkansas
State Highway and
Transportation Department
(AHTD), has retained Michael
Baker Jr., Inc. to hold a

Public Meeting

June 21, 2007, from 4:00p.m. to
7:00p.m., at the McGehee
Municipal Complex located on
901 Holly Street (Highway 278
West) in McGehee, AR.
To discuss the proposed project

**Yellow Bend Rail
Connector Project,
Chicot and Desha
Counties, Arkansas**

Public Meeting Notice

Yellow Bend Rail Connector Project,
Chicot and Desha Counties, Arkansas

Thursday, June 21, 2007
McGehee Municipal Complex, 901 Holly Street
(Highway 278 West)
McGehee AR.
4:00 p.m. to 7:00 p.m.

The Chicot Desha Metropolitan Port Authority (Authority), in cooperation with the Arkansas State Highway and Transportation Department (AHTD), has retained Michael Baker Jr., Inc. to conduct a Public Meeting to present and discuss the proposed Railway project in Desha and Chicot counties. This informal Meeting will be held Thursday, June 21, 2007 from 4:00p.m. to 7:00p.m. at the McGehee Municipal Complex, Highway 278 West in McGehee.

This will be an "open house" meeting with no formal presentations. The public is invited to visit anytime during the scheduled hours to view exhibits, ask questions, and offer comments. If you need additional information, please contact Anthony Miller with Michael Baker Jr., Inc. 2925 Layfair Drive Jackson, MS 39232 Phone: 601-936-7690 Fax: 601-933-6206
Email: anmiller@mbakercorp.com

Public Meeting Notice
(60 seconds)

The Chicot Desha Metropolitan Port Authority (Authority), in cooperation with the Arkansas State Highway and Transportation Department (AHTD), has retained Michael Baker Jr., Inc. to conduct a public hearing in McGehee for the purpose of discussing the Yellow Bend Rail Connector Project, Chicot and Desha Counties, Arkansas. The purpose of this study is to determine the location of a freight rail connector to the Port of Yellow Bend. The study area is generally located between McGehee and the Port of Yellow Bend.

The public involvement hearing is being held as an "open house" meeting with no formal presentations. The public is invited to visit anytime during the scheduled hours to view exhibits, ask questions, and offer comments.

This meeting will be held Thursday, June 21, 2007, from 4:00p.m. to 7:00p.m., at the McGehee Municipal Complex located on 901 Holly Street (Highway 278 West) in McGehee, AR.

This has been a message from ~~(Radio stations name)~~ and the Chicot Desha Metropolitan Port Authority in cooperation with AHTD.

Yellow Bend Rail Connector Project
Chicot and Desha Counties
Local Officials Scoping Sign In Sheet
June 21, 2007

NAME	ADDRESS	PHONE NUMBER	Representation (Self or Organization)
Donk May	P.O. Box 612, M. Gales AR 71654	870-222-3140	City of Monticello
Donk May	206 W. Waterman Demos, AR 71639	870-222-4671	Advance Mortalities
Bill Horne	1502 N. 4th St. McGehee AR 71654	870-222-8368	Samuel and Lena District
Chris Wilbourn	1010 Battery St LR AR 72202	501-352-8887	PostHatch
Forward Feltz	1005 Cherokee Newport AR 72112	870-219-9890	SE Intermedial
ared May	P.O. Box 1033 Demos, AR 71639	870-382-4379	Universe LLC
John L Harris	AHFD P.O. Box 2261 LR AR 72202	501-569-2281	Yellow Bend
Faye Martineau	P.O. Box 1007, McGehee, AR 71654	870-222-6005	AHFD
Donna M. Blizard	23 Darius McGehee AR 71654	870-222-6060	City of Monticello
Dr. Rogers	618 W. Bolling Monticello	870-367-7277	Freeman Law Office
Indyge Blumet	P.O. Box 369 Ark. City, AR 71630	870-877-2306	City of Monticello
Don Martin	104 N. Main, Warner Ark 71671	870-226-6743	City of Warner
Ennie Ryburn III	P.O. Box 390 Monticello AR 71657	870-367-5353	DWEDC
Phonnie Johnson	314 Reynolds Rd Bldg 41 Malvern, AR 72104	501-844-4444	Arkansas Midland R.R.
Don Brown	33 Wayne Ch. McGehee AR 71654	870-222-3151	
Regan Gabe	1740 Schae-Collins Rd Demos, AR 71639	870-222-5450	Yellow Bend
Ann Moore	P.O. Box 2261, LR, AR	501-569-2292	AHFD

Yellow Bend Rail Connector Project
Chicot and Desha Counties
Local Officials Scoping Sign In Sheet
June 21, 2007

NAME	ADDRESS	PHONE NUMBER	Representation (Self or Organization)
Russell Hall		501-244-3196	Kan. Prgo's office
Syrette Graham	City of Lake Village PO Box 725	265-2228	City of Lake Village
Clare McKinney	717TD - Little Rock	531-569-2118	Scm
James Proctor	Government's Office	683-6432	Government
RED DENTON	Yellow Bend Post-Char.	520-522-3880	Y-B. Post
Connie Anderson	3246141 Mc-Chee AR 7654	870-222-3487	University LLC Y.B. Post Manager
Bob Kennedy	936 Yellow Bayou Rd	870-265-5509	USABC
Dylan Ferguson	209 Oak St McChes	870-222-6660	W. Lewis Post
Mike Rogers	200 So 3rd McChes	870-222-4341	City of McChes
Sammy Hessel	P.O. Box 748 Lake Village	870-265-2332	City of McChes
Kathleen Freeze	PO Box 210 McChes	222-8242	McChes Turner
Glen T Bell	P.O. Box 6806 Post Office 71611	536-1471	DEAL LTD
Mike Smith	P.O. Box 787 McChes 71614	222-3151	McChes Bank McChes Creek D.D.
Charles Hagan	314 Reynolds Rd Murren AR 72104	501-844-4444	Ark. Midland RL
Shane Mayberry	188 Southern Oaks	(870) 367-1886	STATE REPRESENTATIVE
Joe DeMun	PO Box 904 Crosscut 71635	870-364-8291	State Senator
Boyd Noon	Rt 446 Ark City 71620	870-877-1210	
James Smith	PO Box 3034 Monticello, AR 71656	870-723-7008	SE AR Cornerstone Coalition

Yellow Bend Rail Connector Project
Chicot and Desha Counties
Agency Scoping Sign In Sheet
June 20, 2007

NAME	ADDRESS	PHONE NUMBER	Representation
Bill Motzke	2925 Layfair Drive, Jackson, MS	601 933-6229	MICHAEL BAKER
Laty Breauw	2925 Layfair Drive, Jackson, MS	601 933 6229	" "
Robert Sandloz	936 Yellow Bend Rd, Lake Village	870 265-5509	USACE
John L. Harris	P.O. Box 2261 LR., AR 72203	501 569-2281	AHTD
Randal Looney	FWA - AR	501-324-6430	FWA
ANDREW WARREN	AHTD		AHTD
Annie Beth Whit	AHTD - SWP	501-569-2598	AHTD
Pi:ff McKeeney	FWA	501-569-2115	FWA
Keith Garrison	Ark. Waterways Commission	416-2292	AWL
Paul Simms	AHTD - P&R	569-2100	AHTD
Bob Friedman	Arkansas State Parks	682-6939	ASP
Cindy Osborne	ANHC 1500 Tower Bldg., 323 Center St., LR, AR 72201	501-324-9762	ANHC
Mich Wine	ON FILE	501-573-4498	USFWS
Dan Smith	385 W. Markham, LR, AR 72204	501-661-2856	ADAMS

Yellow Bend Rail Connector Project

Chicot and Desha Counties

Public Meeting Sign In Sheet

June 21, 2007

NAME	ADDRESS	PHONE NUMBER
John. O. F. P. P. P.	S.E. ARK. Intermodal - P.O. Box 520	501-681-6976
Jake Kenter	1408 Crook & Bayou M ^c Gohere	
Quikrad	202 N. 2nd M ^c Gohere	222-3940
Heidi A. Anderson	112 Wolfe & Paved Rd	222-6578
AR H. VEBB	P.O. Box 1890 Monticello AR 71655	870-367-3076
Ann Good	804 E. Main St Dermott AR 71638	870-538-5430
Johnnie Thomas	159 Smith Loop - Yiller 71670	
Shard Smith	12 Fairview MEGHERE	870-222-8789
D. Lee	14 Bayou Cove N. 1/2 Sec AR	876-222-2030
Bill Swindler	" "	870-222-5708
Nedred (Lundless)	P.O. Box 323, Dermott 71638	870-538-3763
Franklin Herring	P.O. Box 170 MEGHERE 71654	876-222-5056
Allen Evans	30 SHANNON DR, MEGHERE, AR 71654	870-222-8830
Dorothy Sharp	P.O. Box 627 - Monticello, AR 71651	876-367-6687
Richard Bombianich	16 Wolfe Drive MEGHERE Dr. 71654	870-222-8673
Yan Rodgas	316 South Main Street Hamburg AR 71654	870 853 8449
J.W. Lehman	206 Carr Lane M ^c Gohere AR 71654	870-222-4511
Carnie D. Collier	157 Hwy 208 E. Dermott, AR 71638	870-538-4169
James H. H. H. H. H.	1522 N. Main St. Dermott, AR 71638	870 411-9133

Yellow Bend Rail Connector Project
 Chicot and Desha Counties
 Public Meeting Sign In Sheet
 June 21, 2007

NAME	ADDRESS	PHONE NUMBER
Mr. James D. Batts	114 East Main St. McGehee, AR	222-5084
Mr. Martin	110 Main St. McGehee, AR	222-5557
Billie G. Seemza	214 South 7th St. McGehee	989-4492
Mark Stover	1785 Selma-Collins Rd. Dermott	538-9605
Doc B. Berry	2248 Hwy 4 E. McGehee 71654	222-8315
Rufus Thomas Jr.	404 S. Main - Dermott 71638	870-538-5430
Bill Teeter	1607 Hwy 138 E. Tilar. 71670	970-392-2540
Kathy Ferguson	769 N. 16th Section Road Monticello 71655	870-222-8988
John B. Frazer Jr.	P.O. Box 751 Warren, AR 71691	810-226-2633
Bill Conway	310 N 3rd St. McGehee AR 71654	870-222-4534
Charlie D. Brown	586 Hwy 35 N. Dermott, AR	870-538-3725
Ryan Batts	500 Main St. McGehee AR 71654	870-501-0256
Michael Owen	Merchants & Farmers Bank - Dumas	870-382-4511
Leslie Dyer	Quilford St. Dumas, MS	870-222-4232
Dan Taylor	414 S City Ave 71630	870-877-2354
Jane Moore, wa	AR 710	501-569-2298
Joan Allen	173 Cuddehees Dr. Monticello	870-367-2713
Don Rodgers	316 S. Main Hamburg, AR 71646	870-853-8449
Bobbie Lehman	206 Carr Lane, McGehee 71654	870-222-4511
Sammy (Wanda) (118)	147 Hwy 718 E. Dermott 71620	870-538-7428

[illegible]

June 21, 2007

Yellow Bend Rail Connector Project Chicot and Desha Counties

PLEASE PRINT NAME AND ADDRESS

Name Harry Ann Corker Street Address 1957 Midway Bk
Telephone # (Optional) 870 460 9433 City Monticello State AR Zip 71655

Are you in favor of this project?

☒ YES

☐ NO

Do you own property within the project area?

☐ YES

☒ NO

WHICH OF THE PRELIMINARY ALIGNMENTS DO YOU PREFER?

☐ Line 1

☐ Line 2

☐ Line 3

☐ Line 4

☒ Line 5

Do you have any specific concerns about the natural environment, cultural resources, or economic/social resources not addressed this public meeting?

Do you have any other comments or concerns?

This project is extremely important for the future of Southeast Arkansas.

Would you like your name to be placed on the Yellow Bend Rail Connector Project Mailing List?

☐ YES

☒ NO

**Written Comments should be left in the comment box
at this meeting or mailed to the following address:**

Michael Baker Jr., Inc.
Anthony Miller, Outreach Coordinator
2925 Layfair Drive
Jackson MS, 39232
Phone: 601-932-8895
Fax: 601-933-6206

June 21, 2007

Yellow Bend Rail Connector Project Chicot and Desha Counties

PLEASE PRINT NAME AND ADDRESS

Russell L. Corker 1957 Midway Rte,
Name Street Address
870-460-9433 Monticello AR 71655
Telephone # (Optional) City State Zip

Are you in favor of this project?

☒ YES

☐ NO

Do you own property within the project area?

☐ YES

☒ NO

WHICH OF THE PRELIMINARY ALIGNMENTS DO YOU PREFER?

☐ Line 1

☐ Line 2

☐ Line 3

☐ Line 4

☒ Line 5

Do you have any specific concerns about the natural environment, cultural resources, or economic/social resources not addressed at this public meeting?

No

Do you have any other comments or concerns?

No

Would you like your name to be placed on the Yellow Bend Rail Connector Project Mailing List?

☒ YES

☐ NO

Written Comments should be left in the comment box
at this meeting or mailed to the following address:

Michael Baker Jr., Inc.
Anthony Miller, Outreach Coordinator
2925 Layfair Drive
Jackson MS, 39232
Phone: 601-932-8895
Fax: 601-933-6206

June 21, 2007

Yellow Bend Rail Connector Project Chicot and Desha Counties

PLEASE PRINT NAME AND ADDRESS

J.W. Behman 206 Carr Ln
Name Street Address
870-222-4571 McGehee AR 71654
Telephone # (Optional) City State Zip

Are you in favor of this project?

☒ YES

☐ NO

Do you own property within the project area?

☐ YES

☒ NO

WHICH OF THE PRELIMINARY ALIGNMENTS DO YOU PREFER?

☐ Line 1

☐ Line 2

☐ Line 3

☐ Line 4

☒ Line 5

Do you have any specific concerns about the natural environment, cultural resources, or economic/social resources not addressed this public meeting?

Do you have any other comments or concerns?

although it is longer I believe Line 5 would provide the
most benefit since it would give ready access to the
port for Pollock and a new bio-diesel plant under
construction.

Would you like your name to be placed on the Yellow Bend Rail Connector Project Mailing List?

☒ YES

☐ NO

Written Comments should be left in the comment box
at this meeting or mailed to the following address:

Michael Baker Jr., Inc.
Anthony Miller, Outreach Coordinator
2925 Layfair Drive
Jackson MS, 39232
Phone: 601-932-8895
Fax: 601-933-6206

June 21, 2007

Yellow Bend Rail Connector Project Chicot and Desha Counties

PLEASE PRINT NAME AND ADDRESS

Bobbie Ledman 206 Carr Lane
Name Street Address
870-222-4571 Donahoe AR 71654
Telephone # (Optional) City State Zip

Are you in favor of this project?

☒ YES

☐ NO

Do you own property within the project area?

☐ YES

☒ NO

WHICH OF THE PRELIMINARY ALIGNMENTS DO YOU PREFER?

☐ Line 1

☐ Line 2

☐ Line 3

☐ Line 4

☒ Line 5

Do you have any specific concerns about the natural environment, cultural resources, or economic/social resources not addressed at this public meeting?

Do you have any other comments or concerns?

With prospective future developments in Big ~~Rock~~ ^{Marion} at Pottsville
no rail from the port is needed.

Would you like your name to be placed on the Yellow Bend Rail Connector Project Mailing List?

☒ YES

☐ NO

Written Comments should be left in the comment box
at this meeting or mailed to the following address:

Michael Baker Jr., Inc.
Anthony Miller, Outreach Coordinator
2925 Layfair Drive
Jackson MS, 39232
Phone: 601-932-8895
Fax: 601-933-6206

June 21, 2007

Yellow Bend Rail Connector Project Chicot and Desha Counties

PLEASE PRINT NAME AND ADDRESS

Jeannie Collier

157 Hwy 208 E

Name

Street Address

870-538-4169

Dermott (Halley)

AR

71638

Telephone # (Optional)

City

State

Zip

Are you in favor of this project?

☒ YES

☐ NO

Do you own property within the project area?

☒ YES

☐ NO

WHICH OF THE PRELIMINARY ALIGNMENTS DO YOU PREFER?

☐ Line 1

☐ Line 2

☐ Line 3

☐ Line 4

☒ Line 5

Do you have any specific concerns about the natural environment, cultural resources, or economic/social resources not addressed this public meeting?

Do you have any other comments or concerns?

I feel that Alternative 1-4 would affect more families
and more homes than #5. I feel it will benefit both
Yellow Bend + Potlatch Corp to go w/ #5.

Would you like your name to be placed on the Yellow Bend Rail Connector Project Mailing List?

☒ YES

☐ NO

**Written Comments should be left in the comment box
at this meeting or mailed to the following address:**

Michael Baker Jr., Inc.
Anthony Miller, Outreach Coordinator
2925 Layfair Drive
Jackson MS, 39232
Phone: 601-932-8895
Fax: 601-933-6206

June 21, 2007

Yellow Bend Rail Connector Project Chicot and Desha Counties

PLEASE PRINT NAME AND ADDRESS

RICHARD SMITH 159 SMITH LOOP - TILLAR, AR 71670

Name

Street Address

870 222-3394

Telephone # (Optional)

City

State

Zip

Are you in favor of this project?
Do you own property within the project area?

☒ YES
☐ YES

☐ NO
☐ NO

WHICH OF THE PRELIMINARY ALIGNMENTS DO YOU PREFER?

☐ Line 1 ☐ Line 2 ☐ Line 3 ☐ Line 4 ☒ Line 5

Do you have any specific concerns about the natural environment, cultural resources, or economic/social resources not addressed at this public meeting?

Do you have any other comments or concerns?

Would you like your name to be placed on the Yellow Bend Rail Connector Project Mailing List?

☒ YES

☐ NO

Written Comments should be left in the comment box
at this meeting or mailed to the following address:

Michael Baker Jr., Inc.
Anthony Miller, Outreach Coordinator
2925 Layfair Drive
Jackson MS, 39232
Phone: 601-932-8895
Fax: 601-933-6206

June 21, 2007

Yellow Bend Rail Connector Project Chicot and Desha Counties

PLEASE PRINT NAME AND ADDRESS

Kathy Ferguson 769 N. 16th Section Road
Name Street Address
870/222-8988 Monticello AR 71655
Telephone # (Optional) City State Zip

Are you in favor of this project?

☒ YES

☐ NO

Do you own property within the project area?

☐ YES

☒ NO

WHICH OF THE PRELIMINARY ALIGNMENTS DO YOU PREFER?

☐ Line 1

☐ Line 2

☐ Line 3

☐ Line 4

☒ Line 5

Do you have any specific concerns about the natural environment, cultural resources, or economic/social resources not addressed this public meeting?

Do you have any other comments or concerns?

Line 4 would be my second choice. This route would have less impact on farmland.

Would you like your name to be placed on the Yellow Bend Rail Connector Project Mailing List?

☒ YES

☐ NO

Written Comments should be left in the comment box
at this meeting or mailed to the following address:

Michael Baker Jr., Inc.
Anthony Miller, Outreach Coordinator
2925 Layfair Drive
Jackson MS, 39232
Phone: 601-932-8895
Fax: 601-933-6206

June 21, 2007

Yellow Bend Rail Connector Project Chicot and Desha Counties

PLEASE PRINT NAME AND ADDRESS

Name JAKE KEMP Street Address 1408 Crooked Bayou
Telephone # (Optional) _____ City McGehee State AR Zip 71657

Are you in favor of this project?

☒ YES

☐ NO

Do you own property within the project area?

☒ YES

☐ NO

WHICH OF THE PRELIMINARY ALIGNMENTS DO YOU PREFER?

☐ Line 1

☐ Line 2

☐ Line 3

☐ Line 4

☒ Line 5

Do you have any specific concerns about the natural environment, cultural resources, or economic/social resources not addressed at this public meeting?

Do you have any other comments or concerns?

Would you like your name to be placed on the Yellow Bend Rail Connector Project Mailing List?

☐ YES

☒ NO

**Written Comments should be left in the comment box
at this meeting or mailed to the following address:**

Michael Baker Jr., Inc.
Anthony Miller, Outreach Coordinator
2925 Layfair Drive
Jackson MS, 39232
Phone: 601-932-8895
Fax: 601-933-6206

June 21, 2007

Yellow Bend Rail Connector Project Chicot and Desha Counties

PLEASE PRINT NAME AND ADDRESS

Name
Bill Conway

Street Address
300 North 3rd St

Telephone # (Optional)
870-222-4532

City
McGehee

State
Arkansas

Zip

Are you in favor of this project?

☒ YES

☐ NO

Do you own property within the project area?

☐ YES

☒ NO

WHICH OF THE PRELIMINARY ALIGNMENTS DO YOU PREFER?

☐ Line 1

☐ Line 2

☐ Line 3

☐ Line 4

☒ Line 5

Do you have any specific concerns about the natural environment, cultural resources, or economic/social resources not addressed this public meeting?

Working along the foot of the levee, impact would be limited. I. Longer than better route.

Do you have any other comments or concerns?

This is a project for the future of the delta. It should have been started in 1928.

Would you like your name to be placed on the Yellow Bend Rail Connector Project Mailing List?

☒ YES

☐ NO

Written Comments should be left in the comment box
at this meeting or mailed to the following address:

Michael Baker Jr., Inc.
Anthony Miller, Outreach Coordinator
2925 Layfair Drive
Jackson MS, 39232
Phone: 601-932-8895
Fax: 601-933-6206

June 21, 2007

Yellow Bend Rail Connector Project Chicot and Desha Counties

PLEASE PRINT NAME AND ADDRESS

John F. Abbott PO Box 170
Name Street Address
870 222 3086 McGehee Ark 71634
Telephone # (Optional) City State Zip

Are you in favor of this project?

☒ YES

☐ NO

Do you own property within the project area?

☒ YES

☐ NO

WHICH OF THE PRELIMINARY ALIGNMENTS DO YOU PREFER?

☐ Line 1

☐ Line 2

☐ Line 3

☐ Line 4

☒ Line 5

Do you have any specific concerns about the natural environment, cultural resources, or economic/social resources not addressed at this public meeting?

Do you have any other comments or concerns?

It looks to me like line needs to follow route from
Post Rock

Would you like your name to be placed on the Yellow Bend Rail Connector Project Mailing List?

☐ YES

☒ NO

Written Comments should be left in the comment box
at this meeting or mailed to the following address:

Michael Baker Jr., Inc.
Anthony Miller, Outreach Coordinator
2925 Layfair Drive
Jackson MS, 39232
Phone: 601-932-8895
Fax: 601-933-6206

June 21, 2007

Yellow Bend Rail Connector Project Chicot and Desha Counties

PLEASE PRINT NAME AND ADDRESS

Name John B. Frazer Jr. Street Address P.O. Box 751
Telephone # (Optional) 810-226-2633 City Warren State Ark Zip 71671

Are you in favor of this project?

☒ YES

☐ NO

Do you own property within the project area?

☐ YES

☒ NO

WHICH OF THE PRELIMINARY ALIGNMENTS DO YOU PREFER?

☐ Line 1

☐ Line 2

☐ Line 3

☐ Line 4

☒ Line 5

Do you have any specific concerns about the natural environment, cultural resources, or economic/social resources not addressed this public meeting?

Line 5 Avoids Areas of Environmental Concern

Do you have any other comments or concerns?

IF Southeast Arkansas is to change it Economic future we
must Link to the global economy This is a great
Project that I fully Support.

Would you like your name to be placed on the Yellow Bend Rail Connector Project Mailing List?

☒ YES

☐ NO

Written Comments should be left in the comment box
at this meeting or mailed to the following address:

Michael Baker Jr., Inc.
Anthony Miller, Outreach Coordinator
2925 Layfair Drive
Jackson MS, 39232
Phone: 601-932-8895
Fax: 601-933-6206

June 21, 2007

Seemans

Yellow Bend Rail Connector Project Chicot and Desha Counties

PLEASE PRINT NAME AND ADDRESS

Willie J Seemans

Name

Street Address

299 44 22

ME Heber

Ark

71654

Telephone # (Optional)

City

State

Zip

Are you in favor of this project?

☒ YES

☐ NO

Do you own property within the project area?

☐ YES

☒ NO

WHICH OF THE PRELIMINARY ALIGNMENTS DO YOU PREFER?

☐ Line 1

☐ Line 2

☐ Line 3

☐ Line 4

☒ Line 5

Do you have any specific concerns about the natural environment, cultural resources, or economic/social resources not addressed at this public meeting?

Do you have any other comments or concerns?

Would you like your name to be placed on the Yellow Bend Rail Connector Project Mailing List?

☐ YES

☒ NO

**Written Comments should be left in the comment box
at this meeting or mailed to the following address:**

Michael Baker Jr., Inc.
Anthony Miller, Outreach Coordinator
2925 Layfair Drive
Jackson MS, 39232
Phone: 601-932-8895
Fax: 601-933-6206

June 21, 2007

Yellow Bend Rail Connector Project Chicot and Desha Counties

MEDC

PLEASE PRINT NAME AND ADDRESS

ANN GOAD

P.O. Box 1890

Name

Street Address

870-304-3076

Monticello

AR

71655

Telephone # (Optional)

City

State

Zip

Are you in favor of this project?

☒ YES

☐ NO

Do you own property within the project area?

☐ YES

☒ NO

WHICH OF THE PRELIMINARY ALIGNMENTS DO YOU PREFER?

☐ Line 1

☐ Line 2

☐ Line 3

☐ Line 4

☒ Line 5

Do you have any specific concerns about the natural environment, cultural resources, or economic/social resources not addressed this public meeting?

Only want the most economic development impact measured to make sure we service the industry in the area.

Do you have any other comments or concerns?

We need rail to Intermodal from yellow Bend to increase economic opportunities

Would you like your name to be placed on the Yellow Bend Rail Connector Project Mailing List?

☒ YES

☐ NO

Written Comments should be left in the comment box
at this meeting or mailed to the following address:

Michael Baker Jr., Inc.
Anthony Miller, Outreach Coordinator
2925 Layfair Drive
Jackson MS, 39232
Phone: 601-932-8895
Fax: 601-933-6206

June 21, 2007

Yellow Bend Rail Connector Project Chicot and Desha Counties

PLEASE PRINT NAME AND ADDRESS

JO A. OLLAR 173 CIRCLE ACRES DRIVE
Name Street Address

Telephone # (Optional) MONTICELLO AR. 71655
City State Zip

Are you in favor of this project?

☒ YES

☐ NO

Do you own property within the project area?

☐ YES

☒ NO

WHICH OF THE PRELIMINARY ALIGNMENTS DO YOU PREFER?

☐ Line 1

☐ Line 2

☐ Line 3

☒ Line 4

☐ Line 5

Do you have any specific concerns about the natural environment, cultural resources, or economic/social resources not addressed at this public meeting?

Do you have any other comments or concerns?

needed for the future of Southeast Ark. regional intermodal
facility
economic growth for entire Southeast Ark.

Would you like your name to be placed on the Yellow Bend Rail Connector Project Mailing List?

☐ YES

☒ NO

**Written Comments should be left in the comment box
at this meeting or mailed to the following address:**

Michael Baker Jr., Inc.
Anthony Miller, Outreach Coordinator
2925 Layfair Drive
Jackson MS, 39232
Phone: 601-932-8895
Fax: 601-933-6206

June 21, 2007

Yellow Bend Rail Connector Project Chicot and Desha Counties

P.O. Box 627 Monticello, Ar. 71657

PLEASE PRINT NAME AND ADDRESS

Dorothy Sharp

Name

110 OAKWOOD DRIVE - Monticello, Ar. 71655

Street Address

870-367-6687

Telephone # (Optional)

Monticello

City

Ar.

State

71657

Zip

Are you in favor of this project?

☒ YES

☐ NO

Do you own property within the project area?

☐ YES

☒ NO

WHICH OF THE PRELIMINARY ALIGNMENTS DO YOU PREFER?

☐ Line 1

☐ Line 2

☐ Line 3

☒ Line 4

☐ Line 5

Do you have any specific concerns about the natural environment, cultural resources, or economic/social resources not addressed this public meeting?

Do you have any other comments or concerns?

This Rail Connector is a must for the continued success of yellow bend project for future of Southeast Arkansas and for growth of the entire SE Ark Coalition

Would you like your name to be placed on the Yellow Bend Rail Connector Project Mailing List?

☐ YES

☐ NO

**Written Comments should be left in the comment box
at this meeting or mailed to the following address:**

Michael Baker Jr., Inc.
Anthony Miller, Outreach Coordinator
2925 Layfair Drive
Jackson MS, 39232
Phone: 601-932-8895
Fax: 601-933-6206

June 21, 2007

Yellow Bend Rail Connector Project Chicot and Desha Counties

PLEASE PRINT NAME AND ADDRESS

Swindler, Mildred 14 Bayou Cove, Mableton, ARK. 71654

Name

Street Address

870-222-5708

Telephone # (Optional)

City

State

Zip

Are you in favor of this project?

Do you own property within the project area?

☒ YES

☐ NO

☐ YES

☒ NO

WHICH OF THE PRELIMINARY ALIGNMENTS DO YOU PREFER?

☐ Line 1

☐ Line 2

☐ Line 3

☒ Line 4

☐ Line 5

Do you have any specific concerns about the natural environment, cultural resources, or economic/social resources not addressed at this public meeting?

No

Do you have any other comments or concerns?

This is important to the area because jobs are badly needed.

Would you like your name to be placed on the Yellow Bend Rail Connector Project Mailing List?

☒ YES

☐ NO

Written Comments should be left in the comment box
at this meeting or mailed to the following address:

Michael Baker Jr., Inc.
Anthony Miller, Outreach Coordinator
2925 Layfair Drive
Jackson MS, 39232
Phone: 601-932-8895
Fax: 601-933-6206

June 21, 2007

Yellow Bend Rail Connector Project Chicot and Desha Counties

PLEASE PRINT NAME AND ADDRESS

Name R G Swindler Street Address 14 Bayou Cove
Telephone # (Optional) _____ City Mc Deher Ark State 71654 Zip _____

Are you in favor of this project?

☒ YES

☐ NO

Do you own property within the project area?

☐ YES

☒ NO

WHICH OF THE PRELIMINARY ALIGNMENTS DO YOU PREFER?

☐ Line 1

☐ Line 2

☐ Line 3

☒ Line 4

☐ Line 5

Do you have any specific concerns about the natural environment, cultural resources, or economic/social resources not addressed this public meeting?

No

Do you have any other comments or concerns?

Route on Line 4 would provide Highway
Access to the route and facility between
Mc Deher & Arkansas City.

Would you like your name to be placed on the Yellow Bend Rail Connector Project Mailing List?

☐ YES

☐ NO

Written Comments should be left in the comment box
at this meeting or mailed to the following address:

Michael Baker Jr., Inc.
Anthony Miller, Outreach Coordinator
2925 Layfair Drive
Jackson MS, 39232
Phone: 601-932-8895
Fax: 601-933-6206

June 21, 2007

Yellow Bend Rail Connector Project Chicot and Desha Counties

PLEASE PRINT NAME AND ADDRESS

Tommy GRAY 168 GRAY Meadows
Name Street Address
370.367.6730 Monticello AR 71655
Telephone # (Optional) City State Zip

Are you in favor of this project?

☒ YES

☐ NO

Do you own property within the project area?

☐ YES

☒ NO

WHICH OF THE PRELIMINARY ALIGNMENTS DO YOU PREFER?

☐ Line 1

☐ Line 2

☐ Line 3

☒ Line 4

☐ Line 5

Do you have any specific concerns about the natural environment, cultural resources, or economic/social resources not addressed at this public meeting?

Do you have any other comments or concerns?

Would you like your name to be placed on the Yellow Bend Rail Connector Project Mailing List?

☒ YES

☐ NO

**Written Comments should be left in the comment box
at this meeting or mailed to the following address:**

Michael Baker Jr., Inc.
Anthony Miller, Outreach Coordinator
2925 Layfair Drive
Jackson MS, 39232
Phone: 601-932-8895
Fax: 601-933-6206

June 21, 2007

Yellow Bend Rail Connector Project Chicot and Desha Counties

PLEASE PRINT NAME AND ADDRESS

Larry Henderson
Name

202 N. 2nd St.
Street Address

870-222-3940
Telephone # (Optional)

M^cDonna
City

AR
State

71654
Zip

Are you in favor of this project?

☒ YES

☐ NO

Do you own property within the project area?

☐ YES

☐ NO

WHICH OF THE PRELIMINARY ALIGNMENTS DO YOU PREFER?

☐ Line 1

☐ Line 2

☐ Line 3

☒ Line 4

☐ Line 5

Do you have any specific concerns about the natural environment, cultural resources, or economic/social resources not addressed this public meeting?

None

Do you have any other comments or concerns?

Much needed

Would you like your name to be placed on the Yellow Bend Rail Connector Project Mailing List?

☒ YES

☐ NO

**Written Comments should be left in the comment box
at this meeting or mailed to the following address:**

Michael Baker Jr., Inc.
Anthony Miller, Outreach Coordinator
2925 Layfair Drive
Jackson MS, 39232
Phone: 601-932-8895
Fax: 601-933-6206

June 21, 2007

Yellow Bend Rail Connector Project Chicot and Desha Counties

PLEASE PRINT NAME AND ADDRESS

Name R. T. Webb Street Address 112 Wolfe Project Rd
Telephone # (Optional) 222 65-18 City McGehee State Ar Zip 71654

Are you in favor of this project?

☒ YES

☐ NO

Do you own property within the project area?

☐ YES

☒ NO

WHICH OF THE PRELIMINARY ALIGNMENTS DO YOU PREFER?

☐ Line 1

☐ Line 2

☒ Line 3

☐ Line 4

☐ Line 5

Do you have any specific concerns about the natural environment, cultural resources, or economic/social resources not addressed at this public meeting?

NO

Do you have any other comments or concerns?

NO

Would you like your name to be placed on the Yellow Bend Rail Connector Project Mailing List?

☒ YES

☐ NO

Written Comments should be left in the comment box
at this meeting or mailed to the following address:

Michael Baker Jr., Inc.
Anthony Miller, Outreach Coordinator
2925 Layfair Drive
Jackson MS, 39232
Phone: 601-932-8895
Fax: 601-933-6206

June 21, 2007

Yellow Bend Rail Connector Project Chicot and Desha Counties

PLEASE PRINT NAME AND ADDRESS

RAYMOND BECK 220 MADISON
Name Street Address
870-501-0266 MC GEHEE AK 71654
Telephone # (Optional) City State Zip

Are you in favor of this project?

☒ YES

☐ NO

Do you own property within the project area?

☐ YES

☒ NO

WHICH OF THE PRELIMINARY ALIGNMENTS DO YOU PREFER?

☐ Line 1

☐ Line 2

☒ Line 3

☐ Line 4

☐ Line 5

Do you have any specific concerns about the natural environment, cultural resources, or economic/social resources not addressed this public meeting?

Do you have any other comments or concerns?

Would you like your name to be placed on the Yellow Bend Rail Connector Project Mailing List?

☒ YES

☐ NO

**Written Comments should be left in the comment box
at this meeting or mailed to the following address:**

Michael Baker Jr., Inc.
Anthony Miller, Outreach Coordinator
2925 Layfair Drive
Jackson MS, 39232
Phone: 601-932-8895
Fax: 601-933-6206

June 21, 2007

Yellow Bend Rail Connector Project Chicot and Desha Counties

PLEASE PRINT NAME AND ADDRESS

Name RUFUS THOMAS JR. Street Address 804 S. MAIN STREET
Telephone # (Optional) 870-538-5430 City DERMOTT State AR. Zip 71638

Are you in favor of this project?
Do you own property within the project area?

☒ YES ☐ NO
☐ YES ☒ NO

WHICH OF THE PRELIMINARY ALIGNMENTS DO YOU PREFER?

☐ Line 1 ☐ Line 2 ☒ Line 3 ☐ Line 4 ☐ Line 5

Do you have any specific concerns about the natural environment, cultural resources, or economic/social resources not addressed at this public meeting?

NONE

Do you have any other comments or concerns?

NONE

Would you like your name to be placed on the Yellow Bend Rail Connector Project Mailing List?

☒ YES ☐ NO

Written Comments should be left in the comment box
at this meeting or mailed to the following address:

Michael Baker Jr., Inc.
Anthony Miller, Outreach Coordinator
2925 Layfair Drive
Jackson MS, 39232
Phone: 601-932-8895
Fax: 601-933-6206

June 21, 2007

Yellow Bend Rail Connector Project Chicot and Desha Counties

PLEASE PRINT NAME AND ADDRESS

Johnnie M. Thomas 804 S. Main St.
Name Street Address
(870) 538-5430 Dormett AR 71638
Telephone # (Optional) City State Zip

Are you in favor of this project?

☒ YES

☐ NO

Do you own property within the project area?

☐ YES

☒ NO

WHICH OF THE PRELIMINARY ALIGNMENTS DO YOU PREFER?

☐ Line 1

☐ Line 2

☒ Line 3

☐ Line 4

☐ Line 5

Do you have any specific concerns about the natural environment, cultural resources, or economic/social resources not addressed this public meeting?

Do you have any other comments or concerns?

Would you like your name to be placed on the Yellow Bend Rail Connector Project Mailing List?

☐ YES

☐ NO

**Written Comments should be left in the comment box
at this meeting or mailed to the following address:**

Michael Baker Jr., Inc.
Anthony Miller, Outreach Coordinator
2925 Layfair Drive
Jackson MS, 39232
Phone: 601-932-8895
Fax: 601-933-6206

June 21, 2007

Yellow Bend Rail Connector Project Chicot and Desha Counties

PLEASE PRINT NAME AND ADDRESS

Name FRANK HENRY, JR. Street Address 104 S. School St.
Telephone # (Optional) H) 870-538-5936 W) 870-538-3763 City DERMOTT State AR. Zip 71638

Are you in favor of this project?

☒ YES

☐ NO

Do you own property within the project area?

☐ YES

☒ NO

WHICH OF THE PRELIMINARY ALIGNMENTS DO YOU PREFER?

☐ Line 1

☒ Line 2

☐ Line 3

☐ Line 4

☐ Line 5

Do you have any specific concerns about the natural environment, cultural resources, or economic/social resources not addressed at this public meeting?

Do you have any other comments or concerns?

We need a Rail Line to yellow Bend port
Very much

Would you like your name to be placed on the Yellow Bend Rail Connector Project Mailing List?

☒ YES

☐ NO

Written Comments should be left in the comment box
at this meeting or mailed to the following address:

Michael Baker Jr., Inc.
Anthony Miller, Outreach Coordinator
2925 Layfair Drive
Jackson MS, 39232
Phone: 601-932-8895
Fax: 601-933-6206

June 21, 2007

Yellow Bend Rail Connector Project Chicot and Desha Counties

PLEASE PRINT NAME AND ADDRESS

Wynn Rodgers

Name

316 South Main

Street Address

Telephone # (Optional)

Hamburg

City

AR

State

71604

Zip

Are you in favor of this project?

Do you own property within the project area?

☒ YES
☐ YES

☐ NO
☒ NO

WHICH OF THE PRELIMINARY ALIGNMENTS DO YOU PREFER?

☒ Line 1 ☐ Line 2 ☐ Line 3 ☐ Line 4 ☐ Line 5

Do you have any specific concerns about the natural environment, cultural resources, or economic/social resources not addressed this public meeting?

No particular concerns of this nature (natural or cultural) but the Port having rail would mean a great deal economically to Southeast Arkansas. It would offer some greater opportunities for existing industries for receiving resources as well as shipping out product.

Do you have any other comments or concerns?

Having rail at the Port would offer relief to our highway and would offer a more feasible transportation option and thus would save on the bottom line

Would you like your name to be placed on the Yellow Bend Rail Connector Project Mailing List?

☒ YES

☐ NO

Written Comments should be left in the comment box
at this meeting or mailed to the following address:

Michael Baker Jr., Inc.
Anthony Miller, Outreach Coordinator
2925 Layfair Drive
Jackson MS, 39232
Phone: 601-932-8895
Fax: 601-933-6206

June 21, 2007

Yellow Bend Rail Connector Project Chicot and Desha Counties

PLEASE PRINT NAME AND ADDRESS

Name Don Rodgers Street Address 316 S MAIN ST
Telephone # (Optional) 870 853 8449 City HAMBURG State AR Zip 71646

Are you in favor of this project?

Do you own property within the project area?

☒ YES
☐ YES

☐ NO
☒ NO

WHICH OF THE PRELIMINARY ALIGNMENTS DO YOU PREFER?

☒ Line 1 ☐ Line 2 ☐ Line 3 ☐ Line 4 ☐ Line 5

Do you have any specific concerns about the natural environment, cultural resources, or economic/social resources not addressed at this public meeting?

Do you have any other comments or concerns?

WOULD BE AN ECONOMIC BOOST TO OUR REGION OF THE STATE - OPENING ALTERNATE TRANSPORTATION, SHIPPING ETC

Would you like your name to be placed on the Yellow Bend Rail Connector Project Mailing List?

☐ YES

☐ NO

Written Comments should be left in the comment box
at this meeting or mailed to the following address:

Michael Baker Jr., Inc.
Anthony Miller, Outreach Coordinator
2925 Layfair Drive
Jackson MS, 39232
Phone: 601-932-8895
Fax: 601-933-6206

June 21, 2007

Yellow Bend Rail Connector Project Chicot and Desha Counties

PLEASE PRINT NAME AND ADDRESS

CHARLIE L. BRANCH 586 HWY 35 N

Name

Street Address

1-870 538-3775

DE KNOTT

AR

71638

Telephone # (Optional)

City

State

Zip

Are you in favor of this project?

☒ YES

☐ NO

Do you own property within the project area?

☐ YES

☐ NO

WHICH OF THE PRELIMINARY ALIGNMENTS DO YOU PREFER?

☒ Line 1

☐ Line 2

☐ Line 3

☐ Line 4

☐ Line 5

Do you have any specific concerns about the natural environment, cultural resources, or economic/social resources not addressed this public meeting?

Do you have any other comments or concerns?

Would you like your name to be placed on the Yellow Bend Rail Connector Project Mailing List?

☒ YES

☐ NO

Written Comments should be left in the comment box
at this meeting or mailed to the following address:

Michael Baker Jr., Inc.
Anthony Miller, Outreach Coordinator
2925 Layfair Drive
Jackson MS, 39232
Phone: 601-932-8895
Fax: 601-933-6206

June 21, 2007

Yellow Bend Rail Connector Project Chicot and Desha Counties

PLEASE PRINT NAME AND ADDRESS

Tammy Culverhouse 147 Hwy 208 E ~~00000~~
Name Street Address
Telephone # (Optional) Dermott (Halley) AR 71638
City State Zip

Are you in favor of this project?

☒ YES

☐ NO

Do you own property within the project area?

☒ YES

☐ NO

WHICH OF THE PRELIMINARY ALIGNMENTS DO YOU PREFER?

☐ Line 1

☐ Line 2

☐ Line 3

☒ Line 4

☒ Line 5

Do you have any specific concerns about the natural environment, cultural resources, or economic/social resources not addressed at this public meeting?

Do you have any other comments or concerns?

Lines 1, 2, 3, 3 are too close to my residence & other family residences. I
in favor of the line for an increase in economic growth for the area as
long as it's not right in my yard. Thank you for the opportunity to give my
input

Would you like your name to be placed on the Yellow Bend Rail Connector Project Mailing List?

☐ YES

☒ NO

Written Comments should be left in the comment box
at this meeting or mailed to the following address:

Michael Baker Jr., Inc.
Anthony Miller, Outreach Coordinator
2925 Layfair Drive
Jackson MS, 39232
Phone: 601-932-8895
Fax: 601-933-6206

June 21, 2007

Yellow Bend Rail Connector Project Chicot and Desha Counties

PLEASE PRINT NAME AND ADDRESS

Reginald Glover

P.O. Box 150

Name

Street Address

367-6221

Monticello

AR

71657

Telephone # (Optional)

City

State

Zip

Are you in favor of this project?

☒ YES

☐ NO

Do you own property within the project area?

☐ YES

☒ NO

WHICH OF THE PRELIMINARY ALIGNMENTS DO YOU PREFER?

☐ Line 1

☐ Line 2

☐ Line 3

☒ Line 4

☒ Line 5

Do you have any specific concerns about the natural environment, cultural resources, or economic/social resources not addressed this public meeting?

Do you have any other comments or concerns?

The rail connector is a must for the continued success of yellow Bend Port. for the future of Southeast Arkansas Regional intermodal Facility, and for the economic growth and expansion of the entire Southeast Arkansas Cornerstone coalition.

Would you like your name to be placed on the Yellow Bend Rail Connector Project Mailing List?

☒ YES

☐ NO

Written Comments should be left in the comment box
at this meeting or mailed to the following address:

Michael Baker Jr., Inc.
Anthony Miller, Outreach Coordinator
2925 Layfair Drive
Jackson MS, 39232
Phone: 601-932-8895
Fax: 601-933-6206

June 21, 2007

Yellow Bend Rail Connector Project Chicot and Desha Counties

PLEASE PRINT NAME AND ADDRESS

Name John M. Lipton Street Address P.O. Box 520
Telephone # (Optional) 870-226-5457 501-681-6976 City Warren State AR Zip 71671

Are you in favor of this project?

☒ YES

☐ NO

Do you own property within the project area?

☐ YES

☒ NO

WHICH OF THE PRELIMINARY ALIGNMENTS DO YOU PREFER?

☐ Line 1

☐ Line 2

☐ Line 3

☐ Line 4

☐ Line 5

Any of the Above
Do you have any specific concerns about the natural environment, cultural resources, or economic/social resources not addressed at this public meeting?

We Need The Project for the future of
The Area & Region.

Do you have any other comments or concerns?

Would you like your name to be placed on the Yellow Bend Rail Connector Project Mailing List?

☒ YES

☐ NO

Written Comments should be left in the comment box
at this meeting or mailed to the following address:

Michael Baker Jr., Inc.
Anthony Miller, Outreach Coordinator
2925 Layfair Drive
Jackson MS, 39232
Phone: 601-932-8895
Fax: 601-933-6206

June 21, 2007

Yellow Bend Rail Connector Project Chicot and Desha Counties

PLEASE PRINT NAME AND ADDRESS

Name CHRIS LEE Street Address 12 FAIRVIEW DR
Telephone # (Optional) 870-222-8789 City MC COTTE State AR Zip 71654

Are you in favor of this project?

☒ YES

☐ NO

Do you own property within the project area?

☐ YES

☒ NO

WHICH OF THE PRELIMINARY ALIGNMENTS DO YOU PREFER?

☐ Line 1

☐ Line 2

☐ Line 3

☒ Line 4

☒ Line 5

Do you have any specific concerns about the natural environment, cultural resources, or economic/social resources not addressed this public meeting?

NONE

Do you have any other comments or concerns?

WOULD IMPROVE ECONOMY

Would you like your name to be placed on the Yellow Bend Rail Connector Project Mailing List?

☒ YES

☐ NO

**Written Comments should be left in the comment box
at this meeting or mailed to the following address:**

Michael Baker Jr., Inc.
Anthony Miller, Outreach Coordinator
2925 Layfair Drive
Jackson MS, 39232
Phone: 601-932-8895
Fax: 601-933-6206

June 21, 2007

Yellow Bend Rail Connector Project Chicot and Desha Counties

PLEASE PRINT NAME AND ADDRESS

Becky Rains Roberts 4302 Green Meadow E.
Name Street Address

817-282-7597 Colleyville TX 76034
Telephone # (Optional) City State Zip

Representing Russell &/or Betty Rains, 736 Hwy 208 East, Dermott, AR 71638

Are you in favor of this project?

☒ YES

☐ NO

Do you own property within the project area?

☒ YES

☐ NO

WHICH OF THE PRELIMINARY ALIGNMENTS DO YOU PREFER?

☐ Line 1

☐ Line 2

☐ Line 3

☐ Line 4

☐ Line 5

Do you have any specific concerns about the natural environment, cultural resources, or economic/social resources not addressed at this public meeting?

I was not aware there was a meeting, therefore I cannot respond to this question.

Do you have any other comments or concerns?

See attached Exhibit

Would you like your name to be placed on the Yellow Bend Rail Connector Project Mailing List?

☒ YES

☐ NO

**Written Comments should be left in the comment box
at this meeting or mailed to the following address:**

Michael Baker Jr., Inc.
Anthony Miller, Outreach Coordinator
2925 Layfair Drive
Jackson MS, 39232
Phone: 601-932-8895
Fax: 601-933-6206

Exhibit A
Becky Rains Roberts

Question: Do you have any other comments or concerns?

Proposed Alternates 1, 2, & 3 will create an adverse effect on current, planned and/or future business operations. In addition, any of these referenced plans would have a detrimental impact on the land owner's mental, physical and emotional well being.

Proposed Alternates 1 & 2 traverse the farm and virtually cut it in half. The integrity of the land would be jeopardized limiting improved land's income producing potential. The value of neighboring tracts within the farm would also be diminished due to restricted access.

Proposed Alternate 3 adversely diminishes the value of road frontage property as being residentially desirable. With the potential of widening Hwy 208 in the future and an additional 100 foot encroachment towards the existing house, the existing residence at 736 Hwy 208 will need to be added to any purchase negotiations as this residence will no longer be aesthetically acceptable nor will it provide a safe environment for every day living.

Becky Rains Roberts

June 21, 2007

Yellow Bend Rail Connector Project Chicot and Desha Counties

PLEASE PRINT NAME AND ADDRESS

Name Jim Ward Street Address 377 Glenwood
Telephone # (Optional) 878-367-5282 City Monticello State Ark. Zip 71656

Are you in favor of this project?

☒ YES

☐ NO

Do you own property within the project area?

☐ YES

☒ NO

WHICH OF THE PRELIMINARY ALIGNMENTS DO YOU PREFER?

☐ Line 1

☐ Line 2

☐ Line 3

☒ Line 4

☐ Line 5

Do you have any specific concerns about the natural environment, cultural resources, or economic/social resources not addressed this public meeting?

Do you have any other comments or concerns?

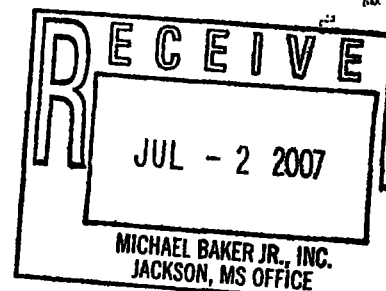
Would you like your name to be placed on the Yellow Bend Rail Connector Project Mailing List?

☒ YES

☐ NO

Written Comments should be left in the comment box
at this meeting or mailed to the following address:

Michael Baker Jr., Inc.
Anthony Miller, Outreach Coordinator
2925 Layfair Drive
Jackson MS, 39232
Phone: 601-932-8895
Fax: 601-933-6206



June 21, 2007

Yellow Bend Rail Connector Project Chicot and Desha Counties

PLEASE PRINT NAME AND ADDRESS

Michael EFIRD

Name

1044 Bowser Rd

Street Address

870-367-3320

Telephone # (Optional)

Monticello

City

AR

State

71655

Zip

Are you in favor of this project?

☒ YES

☐ NO

Do you own property within the project area?

☐ YES

☒ NO

WHICH OF THE PRELIMINARY ALIGNMENTS DO YOU PREFER?

☐ Line 1

☐ Line 2

☐ Line 3

☐ Line 4

☒ Line 5

Do you have any specific concerns about the natural environment, cultural resources, or economic/social resources not addressed this public meeting?

Do you have any other comments or concerns?

Would you like your name to be placed on the Yellow Bend Rail Connector Project Mailing List?

☒ YES

☐ NO

**Written Comments should be left in the comment box
at this meeting or mailed to the following address:**

Michael Baker Jr., Inc.
Anthony Miller, Outreach Coordinator
2925 Layfair Drive
Jackson MS, 39232
Phone: 601-932-8895
Fax: 601-933-6206